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## Appendix A



# FORESTHILL DIVIDE COMMUNITY PLAN

## COMMUNITY SURVEY QUESTIONNAIRE RESULTS

### EXECUTIVE SUMMARY

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As a part of the Foresthill Divide Community Plan update process, a public opinion survey was developed as a joint effort of the Foresthill Divide Community Plan Team and the Placer County Planning Department. The 7-page, 41-question survey was distributed to all property owners and mobile home park residents in October of 1996. Of the 3123 questionnaires which were sent out, 1196 (38.3%) were returned. The number of surveys returned is considered a very good response rate for a public opinion poll of this type. Due to the excellent community response, the results of the Foresthill Divide Community Plan Survey provide a good representation of public opinion within the Plan boundaries.

A number of interesting statistics arise from the Survey results. For instance, nearly 50% of the respondents have lived on the divide for more than 10 years, and almost 60% of the people who answered indicated that they were older than 40 years of age (25% are older than 60 years). These numbers suggest that the population of the divide is more mature and geographically stable than the younger and highly mobile populations which are often found in urban and suburban areas. Residents mostly (55.2%) live on parcels of land between 1 acre and 2.3 acres in size, and a large proportion of the respondents who are employed work off of the divide (82.5%).

When it comes to the questions of what people like about the Foresthill area and what improvements would make the divide a better place to live, a significant majority of those who answered this question indicated that the "small town feeling" is the most positive aspect of the Foresthill area; many people also felt that the "historic character" of the area was very important. "Recreation opportunities" and "friendly neighbors" were also ranked high. In terms of existing design features that are important in making the Foresthill Divide what it is, more than 73% of the respondents noted that the "forest backdrop" was most significant while 34% felt that the 49er-era buildings were most notable. In listing the improvements needed to make Foresthill a better place to live, the features which were indicated most often by those who answered this survey question included (in order of preference): underground utilities, landscaping, street trees, a sewer system, sidewalks/boardwalks, street lights, parks, signage standards, additional parking, etc. The majority of those who expressed an opinion felt that Foresthill should preserve its unique visual character rather than trying to adopt the feeling of another area (*e.g.* Nevada City, Folsom, Colfax, etc.). Most people (92%) felt very strongly that existing trails should be preserved as new developments are approved and constructed.

When asked if more businesses should be attracted to the Foresthill Divide, 66% of those who responded said a "yes". A large proportion of the responses (80%) indicated that one of the most effective ways to attract new businesses to the Foresthill area was to improve the appearance of the downtown commercial district. The respondents were almost evenly split regarding the question of whether existing businesses in the Foresthill area are adequately filling the community's commercial needs. Approximately 60% of those who responded want to see additional commercial services provided. Of those types of potential new or expanded commercial services which might be provided, there seemed to be some slight positive interest in a bakery or an equipment rental business; however, there was substantial opposition to convenience stores (*e.g.* 7-11, ARCO mini-mart, etc.), fast-food restaurants (*e.g.* McDonald's, Burger King, etc.), "big box" retail stores (*e.g.* K-Mart, Target, Wal-Mart, etc.) or a home improvements store (*e.g.* Home Depot, Lumberjack, Ace Hardware, etc.). A large majority (61%) of those who responded indicated that they spent less than one-quarter of their disposable income on the Foresthill Divide, but over 69% said they would increase their spending on the divide if new commercial services that they needed were introduced. Future economic development of the Foresthill area should be primarily based upon outdoor recreation (30%) and tourism (28%), according to the survey. One person in four (24.4%) felt that, in addition to relying on these two forms of development, new industry and population growth should also be considered in future economic plans for the area.

Strong support (73% of those who responded) was indicated for the formation of a local recreation district. Seventy-eight percent (78%) of those who expressed an interest in having a district formed were willing to expend no more than \$20.00 annually. When asked to prioritize spending for various recreational resources, questionnaire respondents chose a library, bicycle/equestrian/pedestrian trails, the Foresthill Community Park, after-school programs, and the community swimming pool as the facilities which were most needed.

Other services for which the community indicated support included: forming a cemetery district, acquiring a new cemetery site and establishing a stable funding source; increased funding to provide better fire protection services; participating in a fuel reduction program to reduce the danger of wildland fires; and leaving the system of the solid waste (garbage) collection/transfer station operation as is. With regard to support for the fuel reduction program, those who responded to this question (56.7% of the total number of questionnaires distributed) indicated that they would contribute an annual fee to provide that support. Fire protection seems to be a very important issue in the community; 62% of those who responded indicated that they would be willing to support increased funding for fire protection services in the form of new assessments, taxes or fees.



Regarding traffic and circulation issues in the Plan area, the top four categories chosen by survey respondents were:

1. New development projects should present a traffic, bicycle and pedestrian circulation plan to the community early in the planning process.
2. River access roads should be kept open to the public. Non-motorized access should be allowed on a year-round basis.
3. It is important to provide pedestrian/bicycle paths from residential areas to schools, parks and other public facilities.
4. An alternate route from the Foresthill Divide across the North Fork American River canyon (e.g. Yankee Jim's Road, Ponderosa Way, etc.) should be improved if major new housing developments are approved and built. Better enforcement of speed limits is needed.

A significant number of respondents (78%) felt that the Foresthill Divide's natural resources contribute to the economic well-being of the community. Nearly equal value was given to the following measures by those who answered a question asking them to indicate the importance of natural and cultural resources:

- The scenic quality that contributes to the rural and historic character of the Foresthill Divide should be identified and protected.
- The rural and scenic character of roadway corridors on the Foresthill Divide should be retained.
- Open space buffers (greenbelts) should be preserved between new development projects.
- Archeological sites and artifacts, as well as historical landmarks should be preserved for the benefit of existing and future residents and visitors.
- Landmark trees and scenic vistas contribute to the character and atmosphere of the area and should be afforded special protection.
- Stream corridors should be maintained in an open and natural condition.

In order to accomplish these goals, development standards should include: protection of scenic views, density limitations in sensitive areas (e.g. steep slopes, riparian areas, etc.), landform disturbance restrictions (e.g. grading regulations, etc.) tree removal limitations, and wildlife corridor protection.

Approximately 87% of the respondents to a question regarding appropriate lot/parcel sizes noted that a variety of lot/parcel sizes should be available for existing and future residents of the Foresthill area. The vast majority of those who expressed an opinion regarding the most appropriate lot size for their use indicated that lots between one and five acres would best suit their purposes, with one-acre lots being by far the most popular. More respondents were not in favor of higher density being provided in the new Community Plan for older citizens and younger families than were in favor of such a proposal (603 "no" to 418 "yes"); however, if such higher density housing was to be provided, the largest number of people felt that it should be located within ½ mile of downtown Foresthill. One of the stronger responses expressed by a significant number of those who returned the survey related to the propriety of gated residential developments on the Foresthill Divide. Of the 1020 individuals who responded to that question, 64% indicated that gated development projects are not appropriate for the area.

Despite some confusion regarding the terms "buildout" and "holding capacity", when questioned about the need to provide for more residential holding capacity in the Foresthill Divide Community Plan over the current Foresthill General Plan (1981), many survey respondents seemed to feel that the existing holding capacity should be maintained or perhaps reduced slightly. Full buildout under the 1981 Foresthill General Plan is projected to be 14,400 people; the average response from the survey seemed to focus on a holding capacity closer to 12,000 people. Because this issue is so basic to the development of the Foresthill Divide Community Plan, the FDCP Team critically needs more community input to help establish the final buildout levels in the final draft of the Plan.

The last question, as well as portions of a number of other questions in the Community Survey Questionnaire, provided the opportunity for respondents to add written thoughts and comments. Copies of these compiled comments are available at the Foresthill library, in several public places throughout the Foresthill Divide and at the Placer County Planning Department - (916) 889-7470.

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## GENERAL COMMENTS

- For a 7-page, 41-question, mail-out questionnaire, the ratio of surveys returned as compared with the original number distributed [1196 (38.3%) were returned; 3123 were distributed] is considered an excellent response rate. The tabulated responses yielded the statistics and conclusions discussed above.
- Several questions were complex or contained terms and concepts not widely used by the general public. As a result, the answers to these questions were sometimes difficult to tabulate; however, valuable information was still able to be gathered from people's responses to such questions.
- The broad range of answers to the questions, as well as the many written thoughts and comments that were received, demonstrates the wide variety of opinions within the community.
- The Foresthill Divide Community Plan Team will utilize the survey results as only one source for community input in developing a draft plan; comments at town hall meetings, testimony at public hearings and any written comments submitted in the future will all be considered by the Team as it continues the plan development process. Plenty of opportunity for public involvement and comment will be provided before the final community plan is adopted.
- Given the high response rate to the Community Plan Survey Questionnaire, it is apparent that the property owners and residents of the Foresthill Divide are concerned about their community and will participate in and assist with the development of a community plan which takes into account the wide variety of people who live on the Divide.

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## PLACER COUNTY PLANNING DEPARTMENT

11414 "B" Avenue, Auburn, CA 95603

(916) 889-7470 FAX (916) 889-7499

# FORESTHILL DIVIDE COMMUNITY PLAN SURVEY

October, 1996

Dear Resident/Property Owner:

It is time to update the 1981 Foresthill General Plan, and your help is needed. The new plan (to be called the **Foresthill Divide Community Plan**) will express the thoughts and feelings of community members about the kind of place that Foresthill should be. This plan is an important official planning document which will have a significant impact on the changes that will occur on the Foresthill Divide over the next ten to fifteen years.

By taking the time to complete this survey, you will be expressing your opinions on issues that will affect the future of the Foresthill Divide, and you will be helping to make the survey an accurate reflection of the community's desires. Please indicate your responses to the questions below according to the directions given. If you wish to make comments about any topics which are not dealt with in the following questions, you may use the space on the back of the survey to communicate your ideas.

A response within **two weeks** of your receipt of this questionnaire would be appreciated. After you have completed your survey, please mail it to the Placer County Planning Department in the enclosed prepaid envelope. Thank you for your assistance in providing this important information.

-The Placer County Planning Department and the Foresthill Divide Community Plan Team

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*The following questions provide general demographic information.*

1. Do you live on the Foresthill Divide? 1013 yes 157 no.  
If yes, how many years have you lived here?  
225 less than 5 years, 320 5 - 10 years, 451 more than 10 years.
2. How many individuals in each age group live in your household?  
150 infant/pre-school age, 303 elementary school age, 184 high school age, 104 college age, 117 21 - 30 years,  
398 31 - 40 years, 524 41 - 50 years, 347 51 - 60 years, 649 60+ years.
3. Do you own property on the Foresthill Divide? 1119 Yes 50 No  
If no, do you rent? 50 Yes 34 No  
How large is the parcel where you live?  
206 less than 1 acre, 606 1 - 2.3 acres, 143 2.4 - 5 acres, 142 more than 5 acres.
4. Do you own additional property on the Foresthill Divide? 212 yes 946 no. If so, how much? \_\_\_\_\_

***The following questions relate to economic/community development.***

5. How many adults live in your household? 2091 (1071 households)

	YES	NO
a) Are you employed? (Y/N)	<u>1259</u>	<u>890</u>
b) If you are not employed, please check one of the following reasons:		
Retired	<u>      </u>	<u>608</u>
Homemaker	<u>      </u>	<u>181</u>
Public Assistance	<u>      </u>	<u>15</u>
Student	<u>      </u>	<u>62</u>
Disabled	<u>      </u>	<u>29</u>
Other (Explain in a few words)	<u>      </u>	<u>      </u>

c) If you are employed, please answer the following questions with a "yes" (Y) or "no" (N):

(1) Do you work off of the Divide?	<u>938</u>	<u>345</u>
(2) Do you/could you telecommute?	<u>156</u>	<u>982</u>
(3) Are you self-employed?	<u>307</u>	<u>828</u>

d) Do you operate a business out of your home?

(1) Do you want to expand your home based business?	<u>220</u>	<u>1032</u>
(2) Are there limitations to your home business expanding?	<u>782</u>	<u>185</u>
	<u>97</u>	<u>148</u>

If "Yes", what are the limits to your home business expansion: (check as many as apply)

<u>38</u> Financial	<u>9</u> Space (not enough room in your home)
<u>9</u> Not enough employees	<u>25</u> Poor location
<u>27</u> Zoning rules	<u>11</u> Insurance/liability problems
<u>28</u> Customers can't find me	<u>21</u> Advertising too expensive or not effective
<u>      </u> Other	<u>      </u>

6. If you do not work on the Foresthill Divide, how many miles (one way) do you commute to work? (check as many as apply)

27 less than 10 miles, 203 10 - 20 miles, 230 21 - 40 miles, 236 more than 40 miles.

7. Should more businesses be attracted to the Foresthill Divide? 668 Yes 351 No

If yes, what measures should be taken in order for more businesses to be attracted to the Foresthill Divide? (check as many as apply)

<u>302</u> More commercial buildings should be built to lease to new businesses
<u>535</u> The appearance of the downtown commercial area should be improved
<u>132</u> More affordable housing for employees should be provided
<u>266</u> There should be fewer rules/regulations for establishing new businesses
<u>217</u> The existing commercial areas should be expanded in size
<u>      </u> Other: <u>      </u>

8. What are the most important existing design features in the Foresthill area? (choose one)

<u>357</u> 49er-era buildings
<u>182</u> Wide streets
<u>769</u> Forest backdrop
<u>185</u> Rustic building materials
<u>32</u> Other: <u>      </u>

9. What do you feel are the most positive features of the Foresthill area at this time?

(Choose one or more, but please select no more than four choices)

<u>783</u> Historic character	<u>803</u> Small town "feeling"
<u>330</u> Schools	<u>59</u> Public facilities
<u>267</u> Land Values	<u>150</u> Quality of existing businesses
<u>654</u> Recreation opportunities	<u>437</u> Friendly neighbors
<u>77</u> Other	<u>      </u>

10. What do you view as the Foresthill Divide's most important street, building, place or artifact? Why? \_\_\_\_\_

11. In your opinion, what are the design improvements which are most needed in downtown Foresthill?

(Rank each item on a scale of 1 [least needed] to 5 [most needed])

2229 Landscaping (ranked #1)

1347 Sewer system (ranked #7)

2174 Underground utilities (ranked #2)

1171 Signage standards (ranked #8)

1851 Street trees (ranked #3)

1005 Additional parking (ranked #9)

1629 Street lights (ranked #4)

891 Different zoning designation (ranked #10)

1617 Sidewalks/Boardwalks (ranked #5)

173 Other (ranked #11)

1449 Parks (ranked #6)

199 There is no need for improvements - leave it as it is.

12. Are existing businesses in the Foresthill area filling your current needs? 459 Yes 503 No

If no, what are your main complaints? (check all that apply)

1. 143 Not open for enough hours and/or days per week

2. 154 Poor quality of service(s) or product(s)

3. 197 Not sure what services or products some of the businesses provide or when they are open

4. 170 Exterior appearance of business establishments

5. 41 Poor location of businesses I use

6. 384 The services I need or want are unavailable

7. 534 Other

13. Would you like to see more commercial services provided in the Foresthill area? Yes 611 No 616

If you answered "yes", what services are lacking or are non-existent on the Foresthill Divide?

696 Yes 556 No - A fast food restaurant (e.g. McDonald's, Burger King, Taco Bell, etc.)

434 Yes 498 No - A "big box" retail store (e.g. K-Mart, Target, Wal-Mart, etc.)

501 Yes 514 No - An equipment rental store (e.g. U.S. Rents, Auburn Equipment Rental, etc.)

361 Yes 422 No - A health/athletic club

333 Yes 416 No - An auto parts store

195 Yes 550 No - A convenience store (e.g. 7/11, ARCO Mini-Mart, Circle K, etc.)

336 Yes 422 No - A laundromat/dry cleaners

289 Yes 514 No - A home improvements store (e.g. Home Depot, Lumberjack, Ace Hardware, etc.)

340 Yes 433 No - A clothing store

345 Yes 391 No - A full-service bank

463 Yes 304 No - A bakery

380 Yes 321 No - A bookstore

249 Other: \_\_\_\_\_

14. Would you like to see economic development on the Foresthill Divide based on dollars generated here (e.g. new industry, population growth, etc.) or based on dollars brought in from the outside (e.g. tourism, recreation, etc.)? (Choose one)

1. 310 Tourism

2. 332 Outdoor recreation

3. 173 New industry

4. 49 Population growth

5. 271 All of the above

6. 190 None of the above

7. 45 Other: \_\_\_\_\_

15. What portion of your disposable income (excluding housing and utilities) do you spend in the Foresthill area?

1. 44 75% or more

2. 119 50% to 74%

3. 225 25% to 49%

4. 701 less than 25%

5. 68 I spend none of my disposable income on the Divide

16. Would you spend more of your disposable income in Foresthill if more new commercial services were provided?

688 Yes 306 No

17. Do any of these communities represent what you think Foresthill should look like? (choose one)

- |                          |                           |
|--------------------------|---------------------------|
| 1. <u>6</u> Roseville    | 2. <u>27</u> Auburn       |
| 3. <u>68</u> Colfax      | 4. <u>79</u> Folsom       |
| 5. <u>75</u> Mendocino   | 6. <u>323</u> Nevada City |
| 7. <u>537</u> Foresthill | 8. <u>67</u> Other: _____ |

*The following questions relate to public facilities and services.*

18. Do you feel that more paramedic and ambulance coverage is needed on the Foresthill Divide? 325 Yes 722 No
19. Do you think that the paramedic and ambulance service should be combined with the fire department? 562 Yes 364 No
20. Whether or not you have had occasion to use the services of the Foresthill Fire Department, please give the following list of services provided by the FFD the priority you think they deserve: (Rank each item on a scale of 1 [least needed] to 5 [most needed])
1. 1049 Structural fire protection
  2. 1043 Wildland fire protection
  3. 1001 Medical assistance
  4. 984 Traffic accident assistance
  5. 884 Emergency medical transportation (i.e. ambulance)
  6. 22 Other: \_\_\_\_\_
21. Are you aware that the Foresthill Fire Department is staffed entirely by unsalaried volunteers? 883 Yes 235 No
22. The Foresthill Fire Department has stated that fire protection service coverage is, at times, less than adequate. Would you support increased funding (in the form of new assessments, taxes or fees) to remedy this situation? 627 Yes 390 No
23. I would support a fuel reduction program in my community to reduce the danger of wildland fires. 679 Yes 298 No
- If yes, I would be willing to pay an annual fee of: (please choose one)
- 164 less than \$10.00
- 271 \$10.00 to \$24.99
- 156 \$25.00 to \$49.99
- 113 \$50.00 or more
- 50 Other: \$ \_\_\_\_\_
24. The Foresthill Community Cemetery is currently managed by a private (non-governmental) corporation that relies on donations and volunteer help for its operation and maintenance. There are 80 plots remaining. Is a cemetery needed on the Foresthill Divide?
- 674 Yes - acquire new land and form an entity to operate the facility with a stable revenue source
- 295 No - cease operation of the cemetery
25. For future solid waste (garbage) disposal needs: (Choose one)
- a. 872 Transfer station operation and curbside service should remain as they are
  - b. 124 Curbside service should be required for all residents
  - c. 105 Curbside service should be eliminated in favor of expanded operation of the transfer station
26. Have you had occasion to contact the Sheriff's Department? 550 Yes 527 No
- If yes, please rate the level of service provided on a scale of 1 [poor] to 5 [excellent] 4 (avg. response) (511 responses)
27. If you had \$100.00 to spend on recreational resources, how would you allocate the money among the following?
- (Please assume that the existing facilities would disappear if they are not funded)
- |  |                      |                                    |                      |
|--|----------------------|------------------------------------|----------------------|
| a. After-school programs                   | <u>\$ 9.13 (514)</u> | i. Athletic fields                 | <u>\$ 4.37 (356)</u> |
| b. Bicycle, equestrian & pedestrian trails | <u>\$ 9.57 (514)</u> | j. Golf course                     | <u>\$ 5.50 (251)</u> |
| c. Indian cultural center                  | <u>\$ 2.37 (229)</u> | k. Industrial and Fine Arts Center | <u>\$ .93 (120)</u>  |
| d. Library                                 | <u>\$10.16 (594)</u> | l. Multi-use Community Center      | <u>\$ 6.10 (398)</u> |
| e. Museum                                  | <u>\$ 4.27 (391)</u> | m. OHV (motorcycle) trails         | <u>\$ 1.96 (168)</u> |
| f. Public park at Todd's Valley pond       | <u>\$ 5.04 (327)</u> | n. Playground/picnic parks         | <u>\$ 4.55 (359)</u> |
| g. Community swimming pool                 | <u>\$ 8.32 (556)</u> | o. Tot parks                       | <u>\$ 1.09 (147)</u> |
| h. RV park/campground near downtown        | <u>\$ 1.71 (135)</u> | p. Foresthill Community Park       | <u>\$ 9.42 (555)</u> |
|  |                      | q. Other                           | <u>\$ .27 ( 57)</u>  |
- NOTE: "\$" represents the average amount from the number of respondents (represented in parenthesis).
28. Existing trails should be preserved as new developments are approved and constructed. 890 Yes 76 No

29. Do you consider the formation of a local recreation district important for the community? 795 Yes 290 No

If yes, would you be willing to support such a district by paying an annual fee of:

- a. 453 \$10.00
- b. 183 \$20.00
- c. 69 \$50.00
- d. 18 \$100.00
- e. 91 Other amount: \$ 3.00 (avg.)

30. Would you use the following public school facilities?

(Please indicate the likelihood that you would use each facility by ranking it on a scale of 1 [unlikely to use the facility] to 5 [very likely to use the facility])

- a. 918 Public meeting rooms (2 avg)
- b. 917 Gymnasium (2 avg)
- c. 923 Play fields (2 avg)
- d. 861 Computer labs (2 avg)
- e. 64 Other: \_\_\_\_\_

*The following question is concerned with traffic and circulation.*

31. Regarding traffic and circulation:

[Please indicate your response to items a. through m. by using the following rankings]

- 1 = Strongly disagree
- 2 = Disagree
- 3 = No opinion
- 4 = Agree
- 5 = Strongly Agree

- a. 1087 New development projects should present a traffic, bicycle and pedestrian circulation plan to the community early in the planning process. (4 avg)
- b. 1110 The recent improvements to Foresthill Road between the entrance road to Lake Clementine and the Monte Verde Inn should be extended to downtown Foresthill. (4 avg)
- c. 1116 An alternate route from the Foresthill Divide across the North Fork American River canyon (e.g. Yankee Jim's Road, Ponderosa Way, etc.) should be straightened and paved if major new housing developments are approved and built. (4 avg)
- d. 1114 Better enforcement of speed limits is needed. (4 avg)
- e. 1103 It is important to provide pedestrian/bicycle paths from residential areas to schools, parks, and other public facilities. (4 avg)
- f. 1102 A regional recreational bicycle path should be constructed adjacent to Foresthill Road from Auburn to Sugar Pine Reservoir. (3 avg)
- g. 1096 The community plan update should include provisions for public transportation. (3 avg)
- h. 1102 River access roads should be kept open to the public. Non-motorized access should be allowed on a year-round basis. (4 avg)
- i. 1093 New development should contribute to or construct alternative traffic circulation routes between outlying neighborhoods and downtown Foresthill. (4 avg)
- j. 1098 An off-road route from the vicinity of the Monte Verde Inn to the Off-Highway Vehicle (OHV) recreation areas (e.g. China Wall, Sugar Pine Reservoir, etc.) is needed. (3 avg)
- k. 1100 Bicycle paths or sidewalks should be constructed along new roadways, and also along existing roadways, if possible. (3 avg)
- l. 1103 More left-turn pockets are needed along Foresthill Road to improve public safety and enhance traffic flow. (4 avg)
- m. 1046 Noise buffers (e.g. earthen mounds, vegetation, etc.) should be included in road improvement projects. (3 avg)

*The following questions deal with natural and cultural resources.*

32. Can the Foresthill Divide's natural resources contribute to the economic well-being of the community? 639 Yes 181 No

If yes, how? \_\_\_\_\_

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33. Regarding natural and cultural resources:  
(Please indicate your responses to items a. through g. by using the following rankings:)

1 = Strongly disagree  
2 = Disagree  
3 = No opinion  
4 = Agree  
5 = Strongly Agree

- a. 1089 Archeological sites and artifacts, as well as historical landmarks should be preserved for the benefit of existing and future residents and visitors. (4 avg.)
- b. 1112 The scenic quality that contributes to the rural and historic character of the Foresthill Divide should be identified and protected. (5 avg.)
- c. 1094 Stream corridors should be maintained in an open and natural condition. (4 avg.)
- d. 1094 Open space buffers (greenbelts) should be preserved between new development projects. (4 avg.)
- e. 1067 The rural and scenic character of roadway corridors on the Foresthill Divide should be retained. (4 avg.)
- f. 1104 Landmark trees and scenic vistas contribute to the character and atmosphere of the area and should be afforded special protection. (4 avg.)
- g. 675 Development standards for future projects should be adopted by Placer County. These standards should include: (choose as many as apply)
- 868 Protection of scenic views
  - 789 Density limitations in sensitive areas (e.g. steep slopes, riparian areas, etc.)
  - 667 Landform disturbance restrictions (e.g. grading regulations, etc.)
  - 691 Tree removal limitations
  - 751 Wildlife corridor protection

*The following questions deal with land use.*

34. Is it desirable to have a variety of lot/parcel sizes available for both existing and future residents of the Foresthill area?

898 Yes 136 No

If yes, what size lot/parcel is best suited for you?

24 ¼ acre

106 ½ acre

544 1 acre

252 2.3 acres

174 5 acres

40 10 acres

34 20 acres or more

63 Other \_\_\_\_\_

35. The current Foresthill General Plan has a projected population at full buildout of 14,400 people. The population of the Foresthill Divide was determined to be 5,264 (2,384 dwelling units) using the latest California Department of Finance statistics, and residential projects which could provide for 467 more residents (175 homes) have been tentatively approved by the County Planning Commission.

Should the new Foresthill Divide Community Plan provide for:

a. more residential capacity? 293 Yes 360 No

b. less residential capacity? 247 Yes 188 No

c. about the same capacity? 561 Yes 66 No

36. What should the buildout population be? 12,000 (avg) (592 responses)

37. Is it appropriate to have gated development projects on the Foresthill Divide? 365 Yes 655 No

36. Should there be higher density housing provided for older citizens and for younger households which are new to the housing market?

418 Yes 603 No

If yes, where should such housing be located? (choose as many as apply)

294 Within ½ mile of the elementary school in downtown Foresthill

87 Within ½ mile of the intersection of Foresthill Road and Spring Garden Road

78 Within ½ mile of the Yankee Jim's townsite (Spring Garden Road at Yankee Jim's Road)

110 Within ½ mile of Baker Ranch (Foresthill Road at Michigan Bluff Road)

66 Other location: \_\_\_\_\_



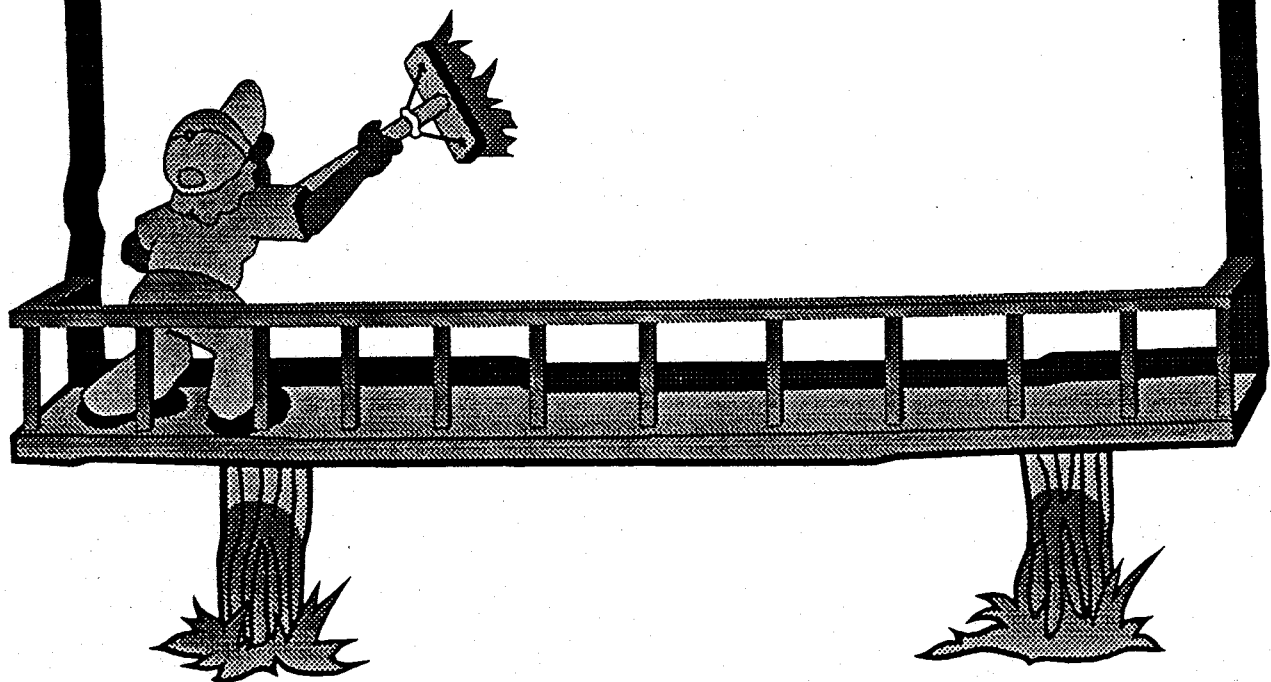
This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

**(916) 889-7470.**

7

***FORESTHILL  
DIVIDE  
COMMUNITY  
PLAN***

***COMMENTS***



#### Question #5d (Economic/Community Development)

- Slow economy.
- Housing market
- Customers can't find me.
- Private telecommunications limited by rinkydink phone company.
- Other service business
- Present work load, sufficient
- Willingness to commit more time
- Don't cut down trees or dam rivers. Leave its natural beauty.
- Building and development fees in Foresthill.
- Neighbors complaints - orchard operator.

#### Question #8 (Should more business be attracted to the Divide?)

- Maintain the rustic look but well kept buildings.
- Small mountain community - change it, you lose it, period.
- Some growth always considering the aesthetic value of the community.
- Retirement community should be developed.
- Other: Should have commercial development near Todd Valley.
- Existing historical structures need to be preserved and new businesses should stylistically conform to historic nature of town.
- Apply neo-traditional planning already in place, e.g., commercial below; residential above - in town only - mixed use zoning.
- Retirement community should be developed.
- A few franchise or established businesses could be a big draw.
- Centralized, local mayoral type supervision of expansion plan and local zoning.
- Have County and PUD stop setting such strict regulations on improvements and building. It discourages development.
- A very careful & planned, limited expansion would serve us well.
- Quit setting up fees for everything.
- All of the above. All would be needed in order for business to be brought in.
- Only businesses that attract tourism.
- Tax incentives.
- Business area should clean itself up.
- Tax incentives.
- Airstrip should be a public use airport.
- Less red tape/exorbitant fees at Placer County offices, depts, etc.
- The old mill site would be a great industrial park.
- Government incentives like tax breaks.
- Phone should have local access to Auburn prefix.
- Very controlled and necessary growth.
- Business, but not warehouses

- Need competitive grocery store & services adjacent to Todd Valley
- Retail business on Main Street only. Commercial (non-retail) should be located away from Main Street. Add sidewalks.
- Only limited businesses such as a drug store, this is a big necessity.
- The feds should upgrade the Robinson Flat cut-off to create a loop trip.
- Make use of city land and build on it, the revenue of the taxes will benefit all.
- Aggressive program to attract new business.
- More traffic for retail stores.
- Not if their prices will be "unreasonable." If so, would rather shop in Auburn/Sacramento.
- Movie theater, local transportation
- Improve community image, improve Foresthill Road, form downtown association.
- Better access for people with disabilities.
- Widen road to downtown only.
- Plan for a growth area for light industry but focus on attracting small service businesses.
- More attractions for tourists.
- Improve highway
- Houses in commercial area should go.
- If businesses should come to the Divide they should have buildings of the 49er era as Nevada City.
- Develop mill site.
- Community needed business = Drug store, for example but don't change the small town values
- Local residents should shop locally whenever possible. Expanded population base.
- Maintain historical aspect - just upgrade
- New, nice apartment building
- Develop commercial/industrial site at mill site.
- As a retired resident, I want the town to stay small.
- Central septic system for business area.
- Get rid of most of county bureaucracy
- Get rid of the dilapidated cars downtown. It looks like a junkyard.
- Millsite a mess.
- Improve the road.
- Commercial/industrial sprawl, however, must be avoided. Only those areas suitable for such uses should be made available for development. The overall rural nature of the Divide should not be changed.
- Tax incentives to attract businesses
- The rest would follow.
- Stress, quality of life, outdoors, freedom

**Question #9** (The most important existing design features in the Foresthill area)

- The "contained" setting - clustered development rather than sprawl.
- Relatives have commented on how litter-free town area is.
- Clear up forests enough for safety from fires.
- Forest backdrop - this is fast vanishing. Stop the logging & over development

**Question #10** (The most positive features of the Foresthill area at this time)

- The opportunity to create historic town, like Nevada City.
- Quiet natural surroundings
- Re: positive features -- All schools, but the Foresthill characters don't have to bury their heads in a history they didn't belong to. Land values are too high. Government funded public facilities.
- Also, parks or dining establishments that could capitalize on a canyon view would flourish. The loveliest views in town are now occupied by a grocery store, a junkyard across from the old mill (trailers, log trucks, etc.), or sadly by a cemetery. No real place to take your company to enjoy a look at the canyon & maybe just relax awhile. There's so many beautiful places in Foresthill and canyon views, but the average person driving by Todd Valley & through town enroute to the lakes would never see past the messy appearance of Main Street, the shabby buildings & the weeds.
- Two of the annual events in the Foresthill are the 100 mile run and ride. Better accommodations through the town should be available. A trail through town.
- The reason people come here is to get away from it all. We don't want "it all" here, peace quiet, nature.

**Question #11** (The Foresthill Divide's most important street, building, place, or artifact)

- Hotel
- The beautiful tree-lined landscape and the historical Main St. and the park in town.
- Main Street - this can be developed in a uniform manner to give Foresthill its identifying character.
- Museum
- Forest House Inn
- The lumbermill.
- Park
- Foresthouse Hotel has been remodeled to a first class establishment that is safe to be occupied overnight or for meals & entertainment.
- Foresthill Chapel, park, Memorial Hall
- Hotel (center of town) attracts a wide variety of people - and I work there.
- Main St. through town because of its old time look.
- Langstaff building - history, made of brick, boardwalk, location, height.

- Langstaff General Store
- Old buildings giving '49er atmosphere.
- Main Street historic buildings
- Museum/Memorial Park. They are there for everyone to enjoy.
- The entire town and people is why we moved here over 20 years ago.
- Vet hall, park and facilities for baseball.
- Museum - custodian of Foresthill's history.
- The main access roads which allow both easy commuting and easy tourist access.
- Langstaff grocery store & boardwalk, Foresthill Lodge & Mt. Club these provide character to the town.
- Park and museum for history.
- The park, and Main Street. There's a lot of nice places in Foresthill.
- All old buildings in town due to historical value and indications of a "small town."
- Foresthill Road, Canyon View Assembly
- Forest House because it's history and someone did something to preserve its history by improving it.
- The old Langs building and the Forest House because of the history that goes with them.
- Forest House - historical
- Rural atmosphere of the downtown. The feeling of a small, quiet, personable community.
- Main St. because that is what makes the town.
- Main Street, building is definitely the Forest House.
- Forest House - landmark.
- Everybody's Inn - rustic log cabin atmosphere and good times.
- Main St. because it's the only one with businesses on it.
- Foresthill Rd. because [it's the] main road through Foresthill. You take the road to the Grocery store, the restaurants, etc.
- Memorial Hall and park - they are the center of civic, etc. activities.
- Main Street; Memorial Hall.
- Museum, park area - because so much of the community gatherings are held in this area and we enjoy those times with everyone very much.
- The park - it is where the community really comes together.
- The Memorial Hall & park because of their history, setting, and their representation of small-town democracy. We meet, make decisions, and celebrate there.
- Forest House
- Worton's, bank
- Forest House - historic character, Courthouse Cafe
- Graveyards - they show the history of the town and how long it has been there.
- Main Street (Foresthill Road). Basically all vehicles pass over this road and it is very important since you get a good view of entire town, its commercial area & homes as they change. Good for locals and tourists.

- Main Rd. and Memorial Park
- Downtown
- Foresthouse restaurant: Character appeal
- Foresthill Rd. Only way to town (Foresthill) and Auburn.
- Post Office
- Memorial Hall
- Library, post office, doctor's office, because we use them.
- Main Street except for the one eyesore (shack) on the corner of Gold Street, it looks nice now.
- Foresthill Rd - you have [a] wide street, good view in places of mountains, good looking business areas, nice center divider (it's nice to view the mountains & valley below).
- Forest
- Harrison St. because of the chapel, museum, memorial hall & some really nice older homes.
- The Georgia Pacific saw mill - the old mill would be the most logical site for new business with recreational potential.
- Forest House Lodge - historical building
- The old General Store on boardwalk because it's still pretty much in "original" state.
- Race Track St., I live there.
- The old lumber mill, because it belongs.
- Museum - has a lot of the history of the Divide.
- Oddfellows building
- Foresthill Rd., Main St., Foresthouse, Old Memorial Hall & park - place to get together, museum.
- Foresthill Rd. it is our access for business, school, & medical. It is our life line to the world.
- Veterans Hall
- Main Street - it is Foresthill.
- Recreational areas in general. Trails are great for keeping fit.
- I think Foresthill is a very nice place to live. I think the Main St. is very important for a first impression on tourists.
- The Forest House, especially renovated, because it is of the past.
- Main St. downtown
- Museum and park area for a sense of historical value, stepping back in time.
- The whole town! We love it just the way it is.
- Foresthill Rd. thru town -- wide with old buildings.
- Main St., old town
- Main St. is the center of commercial area.
- Regional park, ball field & museum complex provides family, recreational, community gatherings, and historical perspective of the area.
- Cemetery - lot of history there. Middle School - Great place for lots of

community activities.

- Harrison St., chapel, Memorial Hall & Park, swimming, historical museum
- Downtown Foresthill (the Forest House & boardwalk) because they represent "Foresthill".
- Lodge for historical value
- Forest House
- Lodge and boardwalk
- The Forest House because of its historic background and how it is now refurbished.
- The central downtown area - from post office to the elementary school - I like to have a core business area not an "urban sprawl"
- The Foresthill community park because of both private and public use.
- The main downtown historical buildings. Their aesthetic and historic appeal.
- Museum - It has Foresthill history so all can see it.
- Foresthill Rd.
- Foresthill Rd.
- The Georgia-Pacific property next to the Post office. If it and the airstrip were converted to public use, Foresthill would become a very popular fly-in destination for pilots all over Northern California.
- Foresthill Divide Rd. or Main St. through town. Langstaff Building - historic.
- Foresthill Memorial Lodge - Most activities seem to center around it.
- Langstaff Building. History, made of bricks, boardwalk, location
- Foresthill Road thru town.
- The legion hall, long staff porch, hotel.
- Forest House - city forum - meeting place for people of Foresthill.
- Memorial Hall - historical
- The "old" look of downtown.
- The rural nature of Foresthill should be preserved. Rapid development should be carefully screened to prevent destruction of the rural atmosphere we came up here for!
- The park - it's diversity in usage.
- Main St. That is the essence of the town and is what visitors see and remember most.
- Main St. & the boardwalk - historic value
- Foresthill Road & frontage businesses. Appearances need improving to improve "look" of town.
- Foresthill Road - Robinson Flat
- Main street (first & last impressions to those passing through - give them a reason to want to stop or return). Building would be Memorial Hall & the Foresthouse for meeting places.
- Main St. Its big enough to handle a crowd.
- Main St.
- Memorial Hall - multitude of functions held there & the chapel which provides a



home for faiths without a church and weddings are held there.

- Middle School.
- Foresthill Rd. Because the more you build it (improve it) the more they will come which I consider as a negative.
- Park and Memorial Hall
- Main St. Almost all business is there.
- Memorial Park area, main area for meetings, celebrations, recreation, etc.
- Main Street - reflects impression people get of Foresthill
- The downtown area buildings because they represent what was started by the miners in the mid 1800's.
- Main St. - historic
- Memorial Hall/park/swimming pool
- Main Street, because everything in town is fed by it.
- The people tend to know each other. This keeps crime at a minimum, and makes for a friendly environment.
- Main Street - historical
- Langstaff Building, boardwalk area and Forest House Bar and Restaurant as these are on Foresthill Road and Main Street. Tourists see them first.
- Boardwalk. It presents the town as it was back in the beginning.
- Foresthill Rd. (Main St.) It should be what makes people stop to look around.
- Forest House - nicest old building
- The park area off Harrison Street with the old church, museum gazebo, picnic area, swim pool, tennis courts and baseball fields. That's a lot to offer and should be promoted more.
- Main Street - Memorial Park
- Pool, park & museum - trees, place to have picnics, place for kids and activities.
- Park/Memorial Hall. It is where town meets.
- Memorial Hall
- Odd Fellows Hall - age, beauty, historical value
- I like it as it is with the exception to clean up some old houses that are falling apart.
- Main St. because of its wide street and history.
- Main street, the Forest House & the boardwalk. This keeps the atmosphere the same as a small town, with a history.
- Access to the Western States Trail.
- Main St., old town business sites and historical significance.
- Main St. & museum
- Foresthill Divide Road for access (improvement not needed). All historical buildings. Natural forest, animal, and flora habitat.
- Emporium building - because I believe its the oldest.
- Wortons Market because when I run out of something it means I don't have to go all the way to Auburn.
- Memorial Hall & grounds. It is the center for all of our community functions, as

well as private ones. Historical. Provides all ages with activities.

- The boardwalk is the most interesting building. Looks haunted.
- Worton's
- Boardwalk & Forest House - historic value
- Available & affordable privacy.
- Foresthill Rd. It is very important to have a safe & accessible road from I-80 through Foresthill. This will bring new business, tourism, recreation, and safe commuting.
- Forest Lodge as it has been beautifully remodeled it should attract more people into town which will help other businesses. Historic value.
- Boardwalk - It's design is unique to the Gold Rush era.
- The boardwalk because the building looks like history. The hotel because my great grandparents ran the business in 1917 and my father was born in the hotel in 1917.
- Main Street is characteristic of area.
- Foresthill Rd. Hub of business, schools, etc.
- Forest house, boardwalk because of their historical backgrounds.
- Main Street "the Boardwalk (torn down building). Harrison Street, Chapel, Museum, Memorial Hall, Park.
- Foresthill Rd. We travel it everyday - We are continuously being run over by speeders - we should concentrate on improving - widening - or patrolling more.
- Memorial hall, chapel and park. Capture an essence of the area and provide a place for community gatherings.
- The parks and lakes
- My home.
- Main St. A drive the length of Main St. gives one an instant "feel" for Foresthill atmosphere.
- Forest House land mark, good food, have done good job of restoring.
- Foresthill Lodge or the Forest House. Main building downtown. It is fixed up nice now. Historic value. Also the Memorial Hall Park.
- Main St. The rest are junk and also most of Main St. is junk also.
- Park, Memorial Hall, Chapel
- Western States/Tevis Cup Trails
- Foresthill Rd.
- Forest House
- Western States trail.
- Foresthill Road.
- All but 8 homes and businesses should be bulldozed down. They are junk, not history.
- Museum
- Forest House
- Museum. Helps keep touch with our past.
- Main Street

- Main St. and original old buildings because its history that shouldn't be lost. Those buildings should be preserved.
- Museum
- Foresthill Road, main thoroughfare. Foresthill (town) needs much cleaning up and improvements.
- Boardwalk
- Have historic character - Memorial park & Museum, generic Chapel & the Forest House.
- Wide main street
- Boardwalk
- Main St. It is "Foresthill".
- IOOF hall or building because it is the oldest building.
- Foresthill Road, Main St., Memorial Hall & Park.
- Main street because it goes through town.
- Main St, Memorial Chapel, Memorial Hall
- Main Street. Clean it up!
- Memorial Hall, historical character and usefulness to the community.
- The two main streets because they go through the heart of town where a majority of the historic buildings are and the businesses.
- Trail system
- Post Office
- The openness
- Foresthill Rd. - access
- Main St. and the historical general store and Oddfellows bldg.
- The main street of Foresthill
- The Safety Club. It is one of the few things in Foresthill we could not do without.
- Foresthill Rd.
- "Old Town" area depicts era where times were less complicated than now and that's the main reason people live in Foresthill to return to that "feeling"
- Foresthill Rd. after completion.
- Foresthill Road, reflects directly on community - needs improvement
- Foresthill Lodge - Historic character gives continuity and anchors commercial area. Will attract visitors and be hub for social interaction.
- Foresthill Rd. (downtown) The heart and history of our town.
- The park - it's for everyone.
- Main St. This is the first area you see in the main part of town.
- Boardwalk - historical value. I used to shop there with my Grandpa and it's still there.
- Main St. & Foresthill Rd. because it is double-wide and has potential for planned growth.
- Downtown because that is where the community comes together.
- Backwoods fishing and hunting.
- Foresthill Community Park.

- Park & Memorial Hall
- John Davis' new building. Beautiful, yet fits in.
- Main Street with it's old buildings
- The North and Middle forks of the American River because they're beautiful. Keep a defined size to the area; provide all sorts of recreation and plentiful downstream water.
- The Memorial Park & Hall adjacent to the Museum and Chapel. That whole block is a positive setting for activities and usually is well kept.
- Memorial Hall/Park
- The park & gazebo, the center of local entertainment brings the town together.
- Main area, downtown memorial hall - museum area.
- The riding trails for horses. You can't find anything like it anywhere else.
- Foresthill Rd. - Our main tourist ingress/egress.
- The boardwalk - it's historical value.
- Downtown
- We think the newly remodeled Forest House is the most attractive therefore most important building. Boardwalk is also important..
- Mosquito Ridge Rd. because it is isolated from tourism more than any other area, and is some very beautiful terrain.
- Main St. gives Foresthill it's character. Also the park with Memorial Hall.
- Main St.
- Main St. and the park.
- Park & Memorial Hall. These facilities give a small town feeling.
- Main St., downtown Foresthill. Everything centers around that historical area.
- Memorial Hall
- Main Rd/Foresthill Rd.
- Main St. Provides gateway to the past as well as portal to the future. Wide with room to grow. Retains flavor of Old West.
- The boardwalk and the buildings from the Foresthouse to the 'old' Worton's grocery (1869). They have the most potential to attract tourism to the area.
- Foresthill Rd. (main drag) It's cute.
- The Forest House because it is the main attraction for events and what most people remember when they pass through.
- Cemeteries (history).
- The Main St. of downtown Foresthill. Any significant change to make it modern would ruin the character of the town.
- Main Street - all services
- Boardwalk-like historical buildings
- Hotel recently renovated.
- Foresthill Road - It is the main road to Worton's store.
- Library - Useful and free to all ages.
- Park
- Main Street-business-49er store fronts

- Foresthouse Main St.
- Memorial Park & Main St. -- Great places to gather with our friends and neighbors at local functions.
- The two schools.
- Boardwalk - historical look
- Foresthill Rd. - It goes to Robinson's Flat & Soda Springs.
- Main - it is what everyone sees.
- Foresthill Rd.
- The park
- Court house cafe
- Foresthouse Hotel, fishing, camping, white water sport.
- The Lodge because it has a lot of history.
- Foresthill Road - 2 story red building.
- Memorial park - open, shaded, site of various events & festivals.
- Memorial hall - center of community activities.
- Natural environment - provides a different lifestyle without destroying the natural environment.
- Main Street lodge and unoccupied brick structure across from the lodge. (Small town and historic value).
- Cemeteries, Memorial Hall - historic.
- Main St.
- Main St. & Foresthill Rd. - commercial establishments.
- Foresthill Rd. (Auburn to Robinson Flat) - well used, recreation and beauty along the way.
- Foresthill Road
- Foresthill Road because there is only one way out.
- Oddfellows building.
- Main Street - has all the basics for historic appearance.
- Memorial Hall & Park & Museum shows the history.
- Foresthill Rd. because it brings tourists to the area.
- Foresthill schools, Main Street.
- Forest House - Center of community activity and ties to the history of the community
- Main Street
- The Grocery supermarket saves round-trip to Auburn for some food shoppers.
- The park, because everyone can enjoy it.
- City park including Memorial Hall and Museum. All residents can enjoy.
- Forest House - since it's remodel it is a beautiful, high quality center piece to our small town atmosphere.
- Improvements on older building & school
- The park area.
- Foresthill Road, the means of communication.
- Main drag - old section. Lots of history.

- I like wide streets, a boardwalk that currently exists downtown.
- Langstaff - Oddfellows building.
- Museum, historic character
- Main St. - All of the stores (Worton's)
- Forest House/Old Cemetery/Bell
- The schools - because they are California distinguished.
- Memorial Hall & Park with ball fields and pool. Built and used by the community.
- Foresthouse - It is spacious and "ski resort" feeling; lots of wood, variety in the hotel rooms, reasonable prices and its on the main street.
- Memorial park complex - center of activity, beautiful setting, versatile use. (Memorial Hall needs repair.)
- The old cemeteries, because of their beauty and historic value.
- Foresthouse. Redone, excellent with old fashioned theme.
- Memorial Hall/historical.
- The old mining town as a whole--That is what this area is all about & people are here because they don't want city life!
- Foresthill Road - It's the only way to get there.
- Forest House - A community gathering place of historical value.
- Main St. is the main downtown area.
- Park/Memorial Hall - its varied usage for community.
- Worton's Store - view, museum and park, downtown - historic
- Foresthill Rd.
- Recreation
- Main St. Wide street opens up the feeling of entry into the history of the town -- Boardwalk -- Hotel.
- Memorial Hall - it's a community meeting place with rustic settings.
- Foresthill Rd. It's a necessity for transportation, school buildings - necessity for education - lakes & rivers - Memorial building for historical interest.
- Main Street because of history
- The forest, view of the canyon, wildlife, quiet, fresh air, lack of traffic, closeness found in friendships, small population.
- Forest - more historic, maybe a bed & breakfast community.
- Foresthill Rd., "town area", shops, lodge, cafe, etc.
- The park, where so many activities take place.
- Forests and canyons, creeks, indian artifacts.
- Western States/Tevis Trail. Two world famous events each year, part of future East-West Discovery Trail.
- Worton's Market
- Memorial park & its attractions.
- Trees
- I do not go to town much
- Langstaff building

- Main St. because of its view.
- Foresthill Rd. downtown - It's historical look.
- Proximity to forest land, elevation - attracts new residents due to quality of life.
- Boardwalk and old mines
- Main St. & boardwalk
- All the old buildings in Foresthill.
- The old boardwalk brick building - because its been here since the 1800's and is part of the history of the town.
- Being new we are not too familiar with the area yet. Nice park.
- Foresthill Rd. because of gorgeous trees and views.
- Main Street, except for the ugly, unmaintained residence.
- Main St. with the old commercial & residential buildings. The old has charm. Most of the new is nothing. Far worse than bare land.
- Memorial hall is used constantly
- Foresthill Rd. because it is the main road to Auburn.
- Middle School
- Memorial building & park. Used by natives and visitors alike.
- Foresthill Rd. (main town) has been able to maintain a clean quaint small town feeling.
- Worton's Grocery - Seems to be the "hub" of activity and place to see people, exchange info
- The downtown area encompassed by Harrison, Foresthill Road, the Elementary School and the Post Office, because this area is the historic and cultural focus of Foresthill.
- Boardwalk because of its historic value.
- Widening of the ravine rd.
- Foresthill Road - historic character.
- Worton's Market - No other on the Divide.
- Old town
- Historic character, the history stuff from how the area began.
- County park - pool
- Hall - town meeting/activity building & rustic appearance.
- Langstaff House, the oldest.
- The 49er and indian artifacts.
- Downtown - this should be the area tourists WANT to come see.
- Foresthill Road - main route
- Langstaff Store, Foresthouse
- Forest House for its historical value, city park & facilities, main street.
- Main St. - The center of town & activities.
- I view the history of the Divide as what is most important.
- The Protestant Cemetery. It has "old" headstones, and is such a peaceful place - if people leave it alone!
- Main Street - that is all most visitors see.

- Spring Garden Rd. - Because I live on it.
- Forest House. It allows our more urban areas to experience the feeling of the 49er style town in a comfortable quality setting.
- Courthouse Cafe - done in best of taste, charm & has some class.
- The off-set street & small rustic nature of the businesses, because I like the feeling they exude.
- Foresthill Rd.
- The log church by the park - historical value.
- Foresthill Road
- Forest House - historical value.
- Trees - out of "city" living.
- Main St. -- character.
- The cemeteries - nice & quiet.
- Odd Fellows building
- The most important area is the historic downtown. We need to expand and capitalize on this part of California history. Many Gold Country communities have realized that the general public is still drawn to these areas that provide a glimpse of the past. The gold is still here - it's just not under the ground, its right in front of our faces!
- Safety Club, because it's a quality emergency response team.
- Middle School
- Main St. because it's the history of Foresthill and should be preserved
- The Chapel has had tremendous flexibility displayed to the public with both religious and secular activities engaged there. A symbol a hope and purpose where otherwise it eludes.
- McKeon Lodge - historic, quaint, beautiful setting, neighborly feeling.
- Lodge
- Foresthill Rd. and downtown. It is in urgent need of a facelift.
- Courthouse Cafe/Old Joe's grave marker/Foresthill Cemetery
- The hotel because of historical significance and longevity.
- Since we do not live in the area and are simply owners of an empty lot we do not feel qualified to comment on many of the items.
- Cemetery - Peaceful with a beautiful view.
- Main road out of Hwy 80 provides ready access.
- Forest House
- Morningstar Campground - get family together
- Park
- Langstaff building - We own it.
- Main St.
- Oaken Bucket, Log Cabin Bar, "Everybody's Inn"
- Foresthill Road. It is street everyone uses.
- St. Joseph's bell - history



- The Oddfellows Hall and boardwalk because these are the oldest, continually occupied structures in Foresthill.
- Main St.
- Park with its quaint chapel, museum, memorial hall, swim pool and updated park accommodations for community focus.
- Sugar Pine Reservoir - water supply.
- Main street. It sets the tone for historic flavor.
- Downtown, because of the historical area.
- Foresthill Road Canyon View Assembly
- Foresthill Rd.
- Recreation waterways - Clementine, Sugar Pine, and Ponderosa
- Main Street, in general the downtown area, except the unmaintained residences.
- Main Street. Our museums are important, ball parks, parks all need to be taken care of.
- Main St. with old mining era buildings.
- Main St. Most travelled by visitors and "seen". Most business here around Main between Soap & Post Office. Should be concentrated (as a village).
- Park
- All historic buildings - unique feature, charm and link to the past.
- Foresthill Rd., Forest House, Hell Hole, French Meadows area.
- The Hotel (historic).
- The older buildings because of their historical appearance & significance.
- Community park area - draws folks together in historical surroundings.
- Foresthill Rd. - important artery, beautiful drive, need more access to panoramic views.
- Downtown Main Street - historical and practical
- Street, buildings, to attract new businesses.

#### **Question #12 (Design improvements needed in downtown Foresthill)**

- Remove dilapidated buildings.
- Access for people with disabilities
- Remove house on corner of Main and Gold Streets. Serious eyesore and health hazard.
- Historic monuments, directions to historic sites.
- Rebuild/remodel/raze junk house & commercial buildings. Enforce existing safety and zoning regulations.
- Cleanup of some homes right in our downtown.
- More sugar maple trees.
- Sewer system
- Demolish the house at Gold St. & Foresthill Rd.
- Jogging track -- besides middle school there is no safe place from mountain lions to jog.

- Sewer system for all Divide in Todd Valley.
- Definitive parking, improved vacant lots, more localized zoning, requesting signage standards.

**Question #13** (Are existing businesses in Foresthill filling your current needs?)

- Variety
- Businesses are too far apart
- Needs to be closer to Todd Valley
- Services: Most are not available
- Not accessible to handicapped and no handicap parking.
- I do all my business in Auburn during work week. I rarely drive up to Foresthill. It looks like a dump in some areas leading into "town" and some people on street look foul and under the influence. I've gone to Chevron & post office for services, but that's all.
- Irregular hours - merchants post times, then close early, etc.
- I do not shop here, so what we have fills the needs I have. I don't shop here because of the poor quality of services or products.
- I do not go into town, only maybe once a month.
- Not needed.

**Question #14** (Would you like to see more commercial services provided?)

- Ace Hardware: A clean one - small town Ace Hardware.
- Movie theater
- Restaurant, small store, video rental next to Todd Valley
- Equipment rental: Had one and no one used it.
- Auto parts - present one too small.
- Boutiques-arts/crafts/galleries/jewelry/kitchen/furniture, restaurants/theaters/drug store...medium to small in scope.
- Improved hardware - not big time
- A pharmacy or even a drug store.
- Theater and/or a place for the young people.
- Businesses that employ and are preferably owned by local residents. It doesn't make sense for employees to commute from Auburn, etc. & signifies the market must commute as well. Small businesses, no nuisances, and no chain stores.
- A small movie theater, an ice cream and candy shop, year-round sporting goods store catering to all recreation sports in area, a good "alternative" restaurant
- Local-operated fast food, bookstore combined with a coffee house.
- Commercial services on a limited basis. Home improvements store - already have Grants.
- Sporting Goods Store
- Outdoor recreation, store, another doctor & pharmacy

- Have John Worton not put everyone out of business: bakery, video, propane, pizza, hamburger, nursery, and feed store.
- Unchecked items already here.
- I would like all of these here, but there is not enough people to support it.
- No chain stores. Only Grants.
- Movie theater
- Would like a bakery and a bookstore, but probably couldn't be supported.
- A good dinner house.
- Pharmacy, PIP Instant Xerox, etc., shoe boot & luggage repair.
- Controlled on a small scale - increase of commercial services.

**Question #15** (Economic development on the Divide based on dollars generated here or based on dollars brought in from the outside)

- Population growth - No!!!, not enough water
- Re: economic development -- lets use what we have.
- Minimum one acre parcels only.
- New industry - such as computer - telemarketing - not pollution generating industry.
- No new industry.
- Growth by any non-polluting means (business) not adversely affecting quality of life from the present status.

**Question #17** (Would you spend more of your income in Foresthill if more new commercial services were provided?)

- Didn't answer question following comment: Depends if its cheaper to drive to Auburn. I realize they need to change somewhat more to cover cost but quantity sold should hold the prices down with quantity and quality sold.
- A well stocked home improvement store and a drugstore and a grocery store. What more does a person need? We have a gas station, restaurant, a post office & a library.
- Only if we move to the area. Property owners only.
- Yes -- if kept on a small scale.
- If prices are competitive, or services are unique and high quality. Most of all, if the atmosphere is clean and inviting.
- Re: spending more money -- depends if it fits my needs.
- If they were compared to services and prices in Auburn and area towns.
- Only if hours of operation were Sat.-Sun. - late weekday evenings
- If the prices were competitive with Auburn.
- Yes, if prices were competitive.
- Depends if prices are competitive
- Most definitely!

- Re: spend more income - But I do not want large commercial services brought in. Only what is necessary - drug store with household items, small.
- I would probably spend more income in Foresthill if more new commercial services were provided.
- No - depends on what it is.
- Depends on what.
- At a reasonable price, i.e. competitive with Auburn
- If competitive, considering travel
- Maybe
- I prefer to keep small town atmosphere and do major purchasing like gas, etc. in larger cities.
- Depends on what these services are and how convenient and necessary they are to off-Divide commuting families.
- Re: spending more money -- cannot determine
- That depends on what. Some I want to run down for and some uptown for.

**Question #18** (What communities represent what you think Foresthill should look like?)

- Georgetown
- Ashland, OR but not so big; Julian (San Diego area); Three Rivers (Sequoia area) or, any little town that's neat, clean, well-kept, with historical character, local pride and friendly to tourists.
- Foresthill should be like Foresthill with improvements.
- Georgetown
- Old town Auburn
- Should have a personality of it's own.
- Restoration of and new buildings looking like 1850's.
- Should look like Dutch Flat or Nevada City but will never be.
- Like Foresthill, only spruced up.
- Foresthill should be unique in itself not like other towns. If I had to choose a different "character", then Nevada City or Mendocino type character.
- Tahoe & other tourist and recreation areas.
- With just a few more amenities, not a lot more.
- Nevada City or Folsom's Sutter St.'s quaint shops.
- Foresthill minus the last 10 years of development.

**Question #19** (Need more paramedic and ambulance coverage on the Divide?)

- County should pay for paramedic and ambulance coverage.
- It needs to keep pace with anticipated level of need.

**Question #20** (Paramedic and ambulance service combined with the fire department?)

- Only if it means more service; what would the benefit be?
- Only if ambulance service is not degraded.
- Re: Fire Dept. and ambulance svc. - they are combined!
- Re: combined FFD and Safety Club -- insufficient facts to base a response on.

**Question #21** (Services provided by the fire department)

- Wildland fire protection -- State & Federal resources should do this.
- Control burning in some areas
- Fire Dept. - they do great.
- FFD does a great job
- All are important
- Prevention programs
- All are equally important - depends on what one you're in need of at the time.
- Am not sure what services the Safety Club provides and to what degree.
- Paved roads such as Thomas Street (all weather emergency use)

**Question #23** (Support increased funding for fire protection service?)

- Not if it's limited to residents of the Divide. A wild fire threatens areas well out from the Divide. Any funding vehicle considered needs to be paid for by everyone who will benefit, not just us residents.
- Re: FFD -- possibly
- I would like to see report that states who did not receive adequate services.
- Re: FFD -- Maybe, we need a concrete plan/commitment
- Re: FFD -- answered both Yes and No.
- No -- apply for grant

**Question #24** (Fuel Reduction Program)

- If fuel reduction means logging, I want heavy limits on it and it should generate revenue to pay for itself from timber products.
- Fuel reduction -- I don't know what this means. Could have explained it better.
- But locals should be entitled to wood at reduced prices. Example: bond we paid for on water line - who got the wood?
- Locals should be offered the wood at a reduced price for our own use.
- Keep property tax money in the community to do this.
- The amount I would be willing to pay would be directly related to the service provided in my home area.
- Don't understand fuel reduction
- Need law to clear fuel from vacant lots in Todd Valley.

- Why a fee to reduce fuel reduction on private property?
- What do you mean by fuel reduction?
- Depends on what you are doing and everyone pays.
- If environmentally sound.
- Don't know.
- Better explanation of a "fuel reduction program".
- Explain Fuel Reduction Program.
- Don't know.
- If the FHPUD would run water to areas not in service but have been charged assessment.
- Require property owners to clean up brush
- I would think independent loggers would do most for the value of the haul.
- People need to do their own fuel reduction.
- I'd have to know more about it.
- I certainly recognize the need to reduce the danger of wildland fires in the Foresthill community and I have spent the time, effort, and expense of clearing my property. I believe the individual property owner should be held responsible for his own land, and any costs of clearing brush, etc. should be charged against the individual parcel and property owner.
- Define "Fuel Reduction" - e.g. clear cutting?
- Not familiar with this program.
- Don't know what a fuel reduction program is.
- Don't know what fuel reduction is.

**Question #25 (Is a cemetery needed in the Foresthill area?)**

- We do not need government help with the cemetery.
- Need cemetery, other alternatives must be found other than ones presented.
- Preserve old area for historical purposes.
- Leave the cemetery as it is.
- Sell the remaining plots to citizens who want to be buried here.
- Leave it as it is run now, it's been working.
- Should acquire new land with donations and volunteer help.
- Possibly
- Allow us to look after our own grave plots if we have family there.
- When the 80 plots are full, close it down.
- All my family buried there.
- Cremation is best

**Question #26 (Future solid waste disposal needs)**

- Encourage recycling by individuals. Change transfer station to a charge per load or cubic yard rather than a mandatory charge. Our current system promotes lazy,

irresponsible disposal habitats. I stopped recycling when I moved here due to the mandatory charge which was increased nearly 100% in several years. Placer County has dis-incentives for recyclers.

- The relationship between the County and Auburn disposal company needs to be investigated and changed. The current set-up results in taxation without representation.
- Expanded transfer hours.
- Eliminate mandated fee in lieu of pay-as-you-use.
- System now in force is a rip off
- We live in the Bay Area and we cannot or do not want to pay the fee every 3 months for nothing. We take our garbage back to the Bay Area with us when we leave to come home and our fee is now 45.99 for 3 months.
- We pay too much - \$15 a month for nothing

**Question #27** (Have you had occasion to contact the Sheriff's Department?)

- The Sheriff's know who's who and what's going on.
- Sheriff's Dept. took one hour to arrive.

**Question #28** (Allocation of money for recreational resources)

- b. The equestrian and hiking trails are one of the many reasons we have moved to Foresthill. The OHV trails, I understand, are funded by the Green Sticker Program. I would not mind doing something similar to create more multi-use trails.
- c• The tribe should do it themselves.
- g. Keep the community pool open when it is supposed to be. Make privately owned.
- h• Let private investment do it; or the park system.
- j. They make money. Let private enterprise invest to do it.
- q. Youth Center/Services (teen)
- q. Fishing, camping improvements
- q. Open gym
- q. Other (Reserve Fund) \$16.00
- q. Public Gymnasium
- q. Indian/Afro American Cultural Center.
- To reopen access to public lands.
- Pistol and rifle range
- A library is ageless and everyone profits.
- \$10 for Sugar Pine facility.
- There should be paths for walking or equestrian trails that would not allow trail bikes on same trails.
- So they stay off my property.

**Question #29** (Existing trails preserved as new development is approved and constructed)

- horse trails and walking trails
- Trails should be preserved to an extent - let's be reasonable about it!
- Yes -- Part of the new development fee should be put towards this \$35 per each new permit.
- Trails -- I'm not aware of any trails. What kind??
- Not if it takes land from private ownership and makes it public.
- No new developments
- No new developments
- Don't need new developments

**Question #30** (Local recreation district important for the community?)

- Yes -- Very -- Landscaping & lighting fee. I haven't seen any improvements take 1/2 that money and don't ask for more use - this 1/2 another way.
- I don't know the implications of doing this. What are the benefits? What do we give up?
- Use property tax monies to upgrade existing facilities.
- If volunteer.
- Good idea except its another fee. The water company just forced a 40 something dollar fee down our throats. For those of us with an adequate cash flow its not a problem but there are a lot of folks on the Divide on a small fixed income. It hurts them.
- What would a recreation district do?
- What would recreation district do?

**Question #31** (Would you use public school facilities?)

- I don't know the availability of these facilities. I may attend adult classes in evenings or weekends if offered, and cultural events or public events like lectures or forums.
- The school facilities sit empty for a lot of the time - use the schools.
- Use public school facilities? County in lieu taxes should support the maintenance and cost. The schools are in place and have modest facilities for recreation/sports and skills, hobby interests. Don't build more expensive facilities.
- Not likely to use any

**Question #32** (Traffic and circulation)

- a. (add) wheelchair
- b. What recent improvements?



- d. I don't encounter many speeders but tailgaters in pickups are bad.
- d. [Speed] limits need to be raised on Foresthill Rd.
- g. CTSA's schedule is not convenient.
- j. We would prefer to see a multi-purpose trail that would also include equestrians, bicyclist, and pedestrians.
  - Wants a multi-use trail.
  - Equestrian specifically included to bicycle and pedestrian facilities on this question.
  - Don't cut the trees.

**Question #33** (Can the Divide's natural resources contribute to economic well-being of the Divide?)

- Tourist will come to look at the old town.
- The Divide's natural resources provide the opportunity for numerous recreation activities. We need to provide more opportunity for the general public to take part in the following: cross country skiing, bicycling, golfing, camping. Our community could offer many of the activities that people are driving to Tahoe for and other resort areas to receive.
- Gold mining, hunting, fishing, and logging.
- Tourist's will come to look at the old town.
- By providing an outlet for recreational uses [such as] cycling, mountain biking, running, OHV, horses, cross country skiing, snowshoeing, dog sleds, fishing, hunting, white water rafting and kayaking, mountaineering, and orienteering.
- Re-open the mill to make it easier on the logging industry. Foresthill is the gateway to such a large portion of otherwise inaccessible parts of our forest.
- Need things for people to do and see when they are visiting.
- What about a good motel/hotel, a good restaurant, or fast food for those in a hurry, competitive gas prices, a grocery store with more selection and bigger deli, an information center with map for those who aren't sure what Foresthill really has to offer and what kind of recreation is available. Maybe even throw in a theater or video store, a little more historical stuff about the area, some quaint little shops. The possibilities are endless, but this is for sure - Foresthill does need "some" more businesses to get people to stop and really look at what Foresthill "is" and was.
- Through tourism generated by outdoor recreation and historic nature of Foresthill community itself.
- We need to promote the rafting companies, use Sugar Pine Dam for more activities, China Wall, etc. All bring people up here and spend money in Foresthill. And leave our trees alone. This is one of the reasons we moved up here from Santa Cruz, CA in 1986 so we could have and feel all of the natures that Foresthill has to offer.
- It brings in lots of people for camping, bike riding, etc. and that means more money to the shop owners. If the natural resources were improved, it would bring

even more people.

- Need more room for travelers, RV'ers, hunters, etc. to park for meals and shopping.
- Logging (intelligent, legal) should be encouraged at moderate levels and can provide economic, fire prevention, and aesthetic benefits. Recreation based on the forest is an asset, although presently there is an over-emphasis on mechanized recreational (motorcycles, etc.). I'd like to see more hiking, non-motorized camping, biking, etc. which would preserve the rural atmosphere and still sustain a support industry.
- Please maintain forest back drop.
- Don't turn Foresthill into Auburn. Leave Foresthill as a small town... that is why most people move here in the first place. Too many people - no more small town.
- Schedule snow events at China Wall when there is apt to be a good snowfall, i.e., February. Promote camping, swimming and hiking, and OHV in summer. Try to get listing of events in AAA magazine. People will attend events that are advertised and promoted. Business will benefit.
- If properly commercialized it would be a great place for cross-country skiing. Lodging, restaurants and other business could profit.
- Build the Auburn Dam. Encourage and enhance recreational opportunities at Sugar Pine Lake, China Wall, French Meadows, etc. These beautiful resources will remain unexploited and will provide nothing to the community if they remain unknown.
- Recreation; camping, fishing, biking, hiking, hunting. The recreation opportunities draw people here and they spend money in town.
- Tourism and recreation. Historical significance of the area is attractive to visitors. Trails, OHV, rivers, streams, lakes, snow, wilderness and wildlife all attract users. We need to benefit economically from these attractions by accommodating the user's needs for facilities, goods, and services. We are not now nor have we ever succeeded at it.
- Businesses dealing in recreation/tourism will be mainstream economic enhancers to such a plan. It is when you try to put city's planning, design, zoning, structure, and mind-set into a rural area with disregard to the community as a whole that makes this and the other alternatives mentioned in conflict and defeats or stagnates the process you are trying to take care of in this questionnaire.
- Yes, we have a great place to visit.
- Use for tourism and recreational - let that bring in money for the community. We don't need more people and buildings.
- For scenic tourist attraction
- A beautiful setting - we should play on this and our history (gold mining, etc.). We should work toward a "look/character" and develop the boardwalks, street lighting, etc. The schools should be included in the plan. I would like to see music become a part of our town. A senior/mixed youth/adult orchestra, band/choir. Bring in performing groups as concert series (like Nevada City).

Have mixed styles, not just country/western and/or blues, but classical. You have talented people to draw from in this area in music and art. Let's widen out our experience.

- All the people coming to visit and use the forest to camp, fish, use OHV trails will, no doubt, stop at some time to get groceries at the store, gas at the gas stations, perhaps visit the gift shops and stop to eat, and maybe just learn some history of the area from the landmarks posted. When they like what they see, they may tell others what our area has to offer.
- The natural beauty of the area is the foundation for building or rebuilding the Foresthill community. With good design and management of our resources and a commitment from the community, Foresthill will become a more desirable area in which to work and live. Economic well-being will follow.
- Get people interested in them for instance activities around their history, significance, etc. Mumford Bar remains of houses at river etc, and man-made historical sites.
- Draw people to the area for aesthetic and recreational purpose. Offer a great environment for raising families. Provide raw materials.
- Natural forests contribute to cleaner and healthier air and should not be cut down willy nilly in the name of development. Scenic outlook points should be developed along Foresthill Rd. to enable people to stop and enjoy the scenes and not make Foresthill Rd. a freeway. Because of the unique location of Foresthill, it would be a mistake to plan expansion of economic activities like Hwy. 49 simply to get all services here. The population base for major expansion is simply not here. Let us not destroy the beauty, peace and quiet we have here in the name of planning and development.
- They do now. It's the natural beauty that brings people up here. Both tourists and residents.
- Visitors come to Foresthill for the natural beauty and recreational opportunities. tourist dollars can help local economy.
- Rafting, sight seeing, natural or outdoor vacation packages, skiing, snowmobiling, native american events, continued development of sled dog races. Need to orchestrate a vision based on the Divide being a vacation or travel destination. Travel "packages" - find ways to link with Auburn Chamber and businesses to build "nature" tourism.
- Recreation and tourism business should be encouraged.
- As population grows in the Sacramento region more recreational places will be needed that are located within 1 to 2 hours. There are things we could do to help economic development without changing surroundings like snowmobile rentals at China Wall during winter, or horseback riding during summer around Sugar Pine or French Meadows.
- Tourism, Limited logging/AG use.
- As a rural area - do not commercialize
- By encouraging open policy with the rest of Placer County and get rid of hillbilly

- attitude and stop "hiding" everything from others.
- Timbering for commercial lumber and for firewood and wood products, and wood pulp products the forests also contribute to tourism dollars.
- People move here because of quality of life - wooded areas etc. but dense brush adjacent to residential developments must be removed for fire safety - most newcomers don't seem to realize this.
- Recreational gold prospecting, river rafting, off road motorcycle, fishing, tevis cup, 100 mi. endurance run, sled dog races, cross country skiing, snowmobile, trails, camping. If we had the businesses in town, all of the above would improve our economy. We have enough bars.
- Non-irrigation crops - nuts-grapes-specific hardwood foresting (black walnut), berries, etc. to feed a small up scale Jam-jelly factory. New expanded airport above town and snow facilities for winter resort sports.
- Bring tourists and more business

#### Question #34 (Natural and cultural resources)

- a. If located on public land. Private land exempt.
- a. re: archaeological sites -- don't overdose on this, be reasonable.
- c. re: Public Lands only for stream corridors
- d. Need PUD w/small lots.
- f. re: Tree ordinance Old growth larger than 36" in diameter.
- f. If on public land. Private land exempt.
- f. Too late, they're gone.
- g. Only public land.
- g. re: Tree Ordinance - depends - should be reasonable.
- g. Why?
- g. What kind of Tree Ordinance?
- g. re: Tree Ordinance - Can become too pervasive to property rights.
- g. re: Tree ordinance I have mixed opinions about this.
- g. Need to evaluate specific proposal before giving opinion.
- h. Re: Tree removal limitations for large developments only.
- Buy the land and do what you want -- don't regulate.
- Landmark - "Old Joe"
- Archaeological sites, etc. should be preserved but do not interfere with private property rights. Scenic quality and rural character should be identified and protected within reason - be sensible.
- Tree Ordinance - for preservation of trees.
- Preserve old trees along new road construction.

**Question #35** (Variety of lot/parcel sizes?)

- But make them big to keep low density.
- Minimum Lot size should be 1 acre.
- Yes - Lots in downtown area and Todd Valley or any other.

**Question #36** (Average lot/parcel size)

- The further out, the bigger they should be.
- To prevent overcrowding & haphazard growth, all future growth should stipulate 1-acre minimum lot size.
- In between one and ten acres.
- It all depends on where the lots are.
- Is this a trick question?
- 1 to 5 acres.
- Somewhere in the range of 1 to 5 acres.
- Whatever it takes to maintain rural atmosphere - Lot size and number of residences.
- Average of 2.3 acres, varying between 1 and more than 20 acres.
- 5,000 to 10,000 sq. feet so retired and working people can maintain lot.

**Question #37** (Residential capacity)

- Re: population. Very moderate increase. Should be a max of 10% buildout.
- How much more? 75-100 more homes, 5+ acres
- No more big subdivisions.
- Way too BIG! It will be crowded, polluted and crime ridden.
- Slow controlled growth
- We feel that a projected buildout plan of 14,400 will destroy the charm and wildlife of this very special area. We would like the Foresthill area to stay the way it is now but realistically we know it won't.
- Not unless we have jobs so more people can work in Foresthill.
- How much more growth? Reasonable and planned.

**Question #38** (What should the buildout population be?)

- Regarding population: Should not exceed water capabilities.
- Much more
- What the area can provide utilities for.
- Population should be less than now.
- Keep Foresthill small.
- Same buildout since we are a long way from the last projected buildout.
- Determined by market and environmental limits.

- No more than 10,000
- Max out the population
- Population should be smaller than now.

**Question #39** (Appropriate for gated development projects on the Divide?)

- What's the point? We all seem to have plenty of privacy and I don't hear of any problems with roving criminals up here. It's just a snobby thing to do to raise the price.

**Question #40** (Higher density housing for older citizens and younger households?)

- Re: higher density locations: Scattered
- 1. Todd Valley Road and Foresthill Road.
- 2. Any property overlooking canyon or river.
- 3. Monte Verde Inn & vicinity
- High density near both schools
- In Auburn, or more populated areas, where they have access to public transportation and health too.
- 1/2 to 1 mile past elementary school toward Bakers Ranch. That way it won't interfere with the historic look for tourists, but would be within walking distance (safe walkways provided away from heavy traffic).
- Have no heavy concentration anywhere!!
- No. Foresthill should not have higher density for special groups. We have worked hard and made sacrifices to be able to live here the way we do and when we become too old or require more services we will move to an Auburn or Roseville type of area. We will not destroy the beauty and charm of Foresthill to make it easier for us to live here.
- Higher Density housing around the Middle School.
- Consider transportation needs.
- re: high density housing -- Robinson Flat.
- High density only if public transportation is provided.

**Question #41** (Comments regarding topics covered in the Survey or additional information)

- I bought my home in Todd Valley in the past year to have privacy, and the peace & quiet of the forest. I love seeing deer stroll down the road and wild turkeys on the hillside in the morning. I love hearing leaves fall to the ground. I don't want to live in a town anymore. I thought this area was remote enough, protected by park lands and the narrow winding roads to discourage the masses from wanting to live up here. I had no idea the population is slated to be 14,000+. That's very disappointing to hear. I have access to "urban" services/facilities in Auburn, or

I can drive further down the hill toward Sacramento. I don't need to have large scale commercial development up here. I like to take my visitors to the "town" area shops we have. I just want to be safe from fire, able to get to the hospital if I need it, able to get emergency car care and feel safe walking around town or my neighborhood. I hate loud cars, loud music, loud people; so the sound barriers around developments are appealing.

- An important factor in development is rate of population growth. This should be kept low enough to minimize the impact on the existing population as well as to allow the new population to adapt to the community. For example, a 500-unit subdivision has the potential of increasing the population of a 5000 person community by 2250 people or nearly 50%. This is too much if it takes place in a fairly short period of time. Aside from the sociological impact, services and such do not have the time to grow with the community in a reasonable and effective manner.

A more complete library that is open more hours would be nice.

- We need recreational activities for school age children, especially teens. They have nothing to do up here. A bored teenager is one who can easily get into trouble.
- Better control of owners of dogs over their barking nuisances and letting them run free to roam and eat the wild birds.
- I don't believe the government ought to control what we do on our own land such as cutting trees, building, mining, etc. I don't think we should be changing roadways and taking private lands to preserve a so-called heritage oak. If it's that old, it's going to die sooner than later anyway. I've planted more trees than I've cut down. I like trees, but they're renewable so I'm against tree ordinances. We should eliminate the Planning Department and let supply and demand dictate where people live.
- I own an undeveloped parcel about an acre in size in Foresthill. In reference to your recent community plan survey, I'm not quite sure that my parcel will be affected. Furthermore, since I am not a resident, my completing your survey would not be of much use. Please note the following:
  1. I would not object to fees on my parcel for the enhancement of Foresthill.
  2. Development standards should be carefully reviewed by Placer County to protect the scenic views and integrity of Foresthill.
  3. I am unaware of the current parcel sizes, but believe it should be no less than 1/2 an acre.

- Something should be done about all the drug addicts and not just a select few. I know of many that are knowingly let slip by. It seems to me, there is a lot of favoritism in this area. The proper authorities know of many problems in this area and do nothing about it.
- Foresthill needs a clean (Nevada City) look! It needs to provide for future design without loss of visible forest areas! Design for small numbers growth (450 families) versus 2500 families. Promote outdoor activities for added revenues. Offer work to locals first.
- I want a high school built.
- Because the Divide is home to two well established equestrian trails (Western States and Pacific Crest), and the Tevis Cup 100 mile ride route goes right through Foresthill, more attention should be centered on attracting horsemen to the area. The unnamed trails available at this time that are ridden daily by local horsepeople should be protected and preserved in case of new building projects. When the trails go, the horse people will leave the area.
- We would like to see Foresthill remain the unique, beautiful place it is. We hope it will not become a place like Meadow Vista has become where only the wealthy and affluent can afford to live and everyone else is priced out of land, housing, etc. Please protect Foresthill from too much development.
- No envelopes in Sky View Terrace Mobile Home Park.
- Existing Main St. homes (the older ones) should be upgraded and better maintained, if possible.
- I know that much effort is going into the new general plan update, and I think that is both excellent and appropriate. With the population building rapidly in the Sacramento region and along the I-80 corridor, Foresthill will be under tremendous development pressure in the next 5 years. This is a time where the community needs dedicated, principled leaders to make really difficult decisions. Neither the developers/real estate interests nor anti-growth interests can be allowed to usurp the process. What is required is vision, fair-mindedness, and thick skin. I've been encouraged lately but what is being discussed for our community.
- The volunteer fire dept should have a core of paid professionals. Sure would be nice for us old folks to have a weight room and exercise facilities. Our transfer stations is great, but I do not feel that they are charging enough. We need to pay more for fire protection. Close by level trails and bicycle paths would be nice.



- Acquiring some land overlooking the canyon view for a park/picnic area especially for tourists and also those of us who live here.
- The plan should encourage the sort of shops that will be patronized by local residents. These will be most convenient if they are located in close proximity to each other. I would suggest that the plan should encourage such shops to be concentrated in the area between the elementary school and the Mosquito Ridge Road junction, rather than stringing businesses down the road. This will provide a better traffic pattern and give Main Street a more "downtown" feel.

Where two parents are employed it is often desirable for one to be employed locally. The small electronics firms that have located here are a good option for this. When a high school is constructed it will provide other local jobs. The plan committee might also consider the desirability of an assisted living center, such as Auburn Ravine or Eskaton Village. A guest ranch capable of accommodating small conference groups might be another option.

- New in area moved in June of 1996.
- I favor less development to maintain the rustic and scenic beauty the Divide now offers.
- People in the valley still think Foresthill is in the "boonies." We need to let them know we are literate, not all retired, like the outdoors and are good neighbors. We volunteer at the drop of a hat. We like to see new people in the community and are friendly. Most of us would like to see the "town" grow a bit. Our crime rate is low and law enforcement is much better than a few years ago.
- Regarding housing for the aged, it seems the aged need to be near doctors and hospitals. We don't have adequate transportation or drivers to do this. Our ambulances need to be available for critical use or accidents.  
Regarding eating houses, it would be nice to have a good restaurant with fair prices. Many of us would eat out [more] often up here if the food was good & the fee reasonable. We like to eat out, hate the drive down the hill, and since we're there we buy groceries, etc. We'd rather help the people up here.
- I believe it is critical for Foresthill to retain its rural flavor. Do not cut our trees down, dam our river, building fast food restaurants, or put in chain stores. If Foresthill (business areas) want to grow, I would hope a style similar to that of Nevada City would be adopted with an emphasis on one-of-a-kind restaurants, shops, etc. Courthouse Cafe has been a nice addition to Foresthill and has been done very tastefully (other than the colored shops behind it). If tourism is to be encouraged, make Foresthill friendly to equestrian, hiking, fishing, cross country

skiing, etc. Concentrate on using what we already have available and improving them instead of increasing building.

- Transfer station in Foresthill needs to schedule days for disposal of motor oil and paid recycling.
- County needs to adopt an ordinance requiring landowners to remove debris from logging.
- Foresthill should strive to be a family oriented area offering a calmer peaceful pace and a healthy way and area to raise children in. If we allow population growth to continue and then provide all the amenities of a larger city or town - we are then losing our character and becoming a "clone" of all the other "cute" bedroom communities as well as inviting a fast-paced "care for me" attitude to take over our town. Families provide for themselves and care for their young couples just getting started as well as their older members. If families are functioning as such then there is not a need for special services and facilities, and housing units. Foresthill needs to encourage families to live right, participate with their children in the great area we live in. No concrete sidewalks and curbs, no more subdivisions, no golf courses, no resorts. No thank you I moved away from all that.
- Emphasis should be on historical preservation, wildlife and natural beauty and not future developments. Natural resources, scenic and rural beauty most important.
- Many lots in the area have dead trees and large amounts of manzanita and other highly combustible materials. Though the out-of-town owners have been contacted, very little has been done to correct the situation. It is within the County's powers to have these lots cleaned up, with costs added to the appropriate tax bills.
- The existing general plan has already allowed too many people on the divide. This has created various traffic problems and allowed the country atmosphere to slowly diminish and be replaced with a city residential look (OUR DARK NIGHT SKYS ARE ALL BUT GONE)!
- I would like to see an ordinance that does not allow any tree removal (especially large trees) within 100' of Foresthill Road all the way to Robinson Flat, and Mosquito Ridge road all the way to French Meadows. This would include any future road improvements to the existing road. The section of Foresthill Road along Todd Valley used to be a beautiful corridor of tall trees but is now an ugly mess that the new road will not correct. A tree ordinance would preserve what is left of the big trees and forests that people drive up from the valley to see.

- Question #19 (paramedic & ambulance coverage) Should be answered by those who volunteer and those who have used those services. Regarding #32 (traffic & circulation) Drivers who will not move to the right passing lane or pull over should be fined.
- Keep Foresthill's History. "KISS" (Keep It Simple Silly) should be our motto.
- Keep the town small. Foresthill needs to stay a small country town.
- I think that with so many of us early commuters (early to leave and late to get back home) the white fog lines and salt on icy areas should be maintained to the highest level. Perhaps more roadside lights would be helpful also.
- We need an evacuation plan in case of fire on the Divide. There is one road in and out of here and that scares the hell out of me.
- Federal, State, & County rules and regulations have increased fire danger on the Divide. I can't afford to thin and clear fuel off my land because of government mandated reports, permits, etc. Before you clowns decided to save the environment, we worked with the forest service at a reasonable cost to identify diseased trees and overgrown areas. Selective cutting of large trees gave us enough money to reduce fire danger. Now this is economically impossible.
- My vision for Foresthill in the future:

Population about 9,000. Housing - 1 acre or more. Homes built for retirement or vacation. Preservation of land, parks, recreational areas. Plan for tennis court with back board, athletic center, small fast food restaurant like Coco's, library that's larger and user friendly, senior center, and tourism built up for towns economic use. Only one bar in town at restaurant and upgrade recreational trails and areas. Maybe a small movie house/theater. It would be nice to have a large park downtown and one in Todd Valley with a pond. Maybe another park half way between Foresthill and Auburn.

- I think an URGENT need on the Foresthill Divide is a decent paved road between Foresthill and Colfax (via Yankee Jims). It would serve two important functions: 1. Provide a valuable "second exit" in case of threatened wild fires which might threaten the increasing number of residences; 2. Provide a "business exchange" between Foresthill and Colfax. Moreover it would make Foresthill a logical tourist stop the "Gold Rush" trail and then on to Grass Valley, etc. At present it is on a tourism "cul de sac" without sufficient attractiveness of its own to merit a special visit.

I would suggest some sort of quick warning system (a good, tested working system of sirens, etc. as if for an air raid). I visualize a late night or early morning wildfire rushing through Todd Valley while some overburdened CHP is trying to run up and down 45 miles of road trying to warn people! Same goes for other areas. Present plans consist of unworkable, head-in-sand approaches with assurance that "it can't happen here"! Oh yeah? It did in 1964.

- I wish the planners would show more concern for establishment of fire safety standards. I do not appreciate more laws and regulations, but we need some sort of controls to minimize your surrounding neighbors maintaining potential fire disaster manzanita jungles for so-called "privacy" while you try to reduce the fuel load on your land. It would be of a greater benefit for agencies to inspect and/or suggest less hazardous alternatives to what is being maintained.
- We feel that there are so few truly rural communities left in California, that it is important to us to leave the Foresthill area as it is. Once changed there is no turning back and all will be lost!
- We love living in Foresthill. We love having property in the middle of the Forest, walking the trails, enjoying wildlife, etc. The bears and mountain lions are always around us and as the community grows I fear for them. They will threaten the people and won't survive. Do we have a working plan for wildlife?
- Leave Foresthill as it is, that's the reason we built up here 23 years ago. We wanted to get out of the traffic, smog & too many people! This town is fantastic just like it was 23 years ago (except we have more people now - we don't want anymore.)
- Foresthill is in a flux state. It's core area contains both denizens and buildings which are less than desirable. Petty crime is raging. Citizens of Todd Valley rarely travel into Foresthill choosing Auburn instead. Any consideration given this community plan has to include this general "clean-up attitude". Foresthill is the end of civilization or the destination of easterly travellers, yet no services are provided. Groceries, gas, parts are purchased in Auburn and carried through Foresthill on the way to somewhere else. Current business's overcharge, stating increased shipping costs for a reason - B.S. It doesn't take 1/2 a day to get to Foresthill anymore. Restaurants cannot stay in business because drunks eventually infiltrate the business driving folks away. In summary, Foresthill has problems that cannot be planned for, legislated against, or changed by ordinance. The citizens of Foresthill need to "clean-up" their act before any plan can be effective.
- The Foresthill Divide needs to retain the scenic beauty and natural resources. The Downtown Foresthill should be upgraded with zoning requirement as to

architecture and become charming as was done in Nevada City. Diversified shops like clothing, art, antiques, fine restaurants. The town needs more diversification. Bars/Saloons are fine but the town has too many "seedy" bars and does not promote diversity. What is needed. Note: Get rid of the shanty bars with the raf drugs, drunk drivers, etc. and they will come! If additional population is added, new roads off the divide are imperative for the safety of all in fire. The population should be set within the limits sewer, fire, water, and traffic without new roads there should be no increase in ??????. Two more roads, New roads off the divide are needed. Emergency evacuation without more roads could be devastating.

- I believe it is imperative that we maintain our community's rural nature. It is one of the main attractions to our area. I believe growth should be very carefully managed over an extended period of time. If the community develops slowly in a well-mannered way, it will be easier to assess the true needs of the local population. The young people in this community need constructive way to spend their time. Open spaces and green areas are a must. I believe [open space] habitats need careful management. Water availability and cost should be scrutinized. If a person is willing to pay a "reasonable" cost for an ag meter, it should be allowed. I believe our community must practice effective fire prevention. Low cost availability of wood chippers to keep brush disposal on-site without burning is one idea. More direct contact with residents for education might help (door to door contact rather than public meetings which a lot of people won't attend).

The biggest issue on the Divide is the commute and streets. Developers must be held to a strict rural character [design] that enhances our lives, wide enough unobstructed roads, paths to get kids to school safely. Easy on/off divide road access that hinders traffic minimally is no question. Ride-sharing must be convenient, accessible, and promoted.

- Need another road off the hill, like to Cool side.
- Before any planning for growth, something needs to be done regarding the road. Only one way in and out is scary if there is a wildfire in the area. The Foresthill Rd. is now used like a freeway, getting very difficult for the elderly to drive.
- The Divide needs to focus its efforts in recreational facilities to support recreational activities. Cafe's, restaurants, bed and breakfast's, recreational equipment rental, etc. Most people who work in the valley will shop there because it's convenient. However, entertainment & recreation will be done up here if available; valley travel is not as convenient on evenings and weekends. Attracting visitors to the recreation possibilities will bring in more revenue.

- I was so impressed with the little town or village Leavenworth, WA. It was a small lumber town that was no longer producing. They had a plan to turn it into a Bavarian Village and started in 1965. It is now a bustling tourist attraction. I believe Foresthill could be changed also to a unique area for shops and above all scenery. If there were more vista areas in town such as the view from Worton's Grocery where people could come for the awe inspiring view it would be booming. It's Foresthills greatest asset. I've done extensive traveling and this resource here is fantastic. It is not being addressed as Foresthills best tourist draw. The downtown area has been improved greatly in recent years, but the junky shacks and Telephone Co. building are real eyesores. Using an early 1900 theme may work real well here if every business and shop kept to special theme for a "new look" to Foresthill. Keeping the growth down and bringing in tourist dollars could be a big boom for this beautiful area.

Aren't there any clean up ordinances for some of the eyesores? The town of Columbia, CA with its western theme is a big popular area. It could be done here with the right plan. When we've had out of town guests visiting, we always take them to the grocery store. Why can't there be a park where there is a view with picnic tables and lawn? What a fantastic place that would be.

The turnouts on the Foresthill Road closer to Auburn are nice pullout vistas, but what about making at least one near town that can be used by locals and tourists alike?

The area now used by big trucks between town and the Foresthill grocery would be an ideal area. Its ironic that its used to park big rigs when it could be used for so much more. In Leavenworth, WA there are no other close attractions and it is out of the way so to speak. But here, there are lakes all around which brings even more tourist traffic through this area. I really hope the "powers that be" can make some real positive plans for Foresthill.

- I feel that many tourist dollars could be generated for the people of Foresthill through the promotion of Foresthill as a recreational destination. What we would need to attract these tourists are: 1) expand China Wall's winter parking lot & build a sledding area; 2) equestrian park for the many people who come here to train for the Tevis Cup and for attracting equestrians who drive here for the trails we have; 3) help the U.S. Forest Service maintain and expand trail system throughout the forest; 4) clean-up down town - encourage businesses to create a theme of "tourist friendly"; 5) campground close to town with river access both North & South Fork - could be on Forest Service property; 6) create a recreation district; 7) recreational activities that are a "natural" for the Foresthill Divide - hiking, equestrian, running/distance training, mountain biking, cross-country skiing. Open a cabin at Robinson Flat for overnights, fishing, rafting, bird

watching, wildflower hikes, horse packing trips; and, 8) most important - system of walking trails throughout community.

When looking at the options of paid, full-time staffed fire protection for the area please consider the past contracts with CDF. This was a very cost effective way to provide 24 hr., 7 day a week fire protection with highly trained, all risk fire personnel; or even simply a contract for administration. The CDF people are already here in the summer and their service is free. A paid contract for winter staffing using their people and their equipment to supplement our fine volunteer service is a very inexpensive way to gain around the clock highly trained fire and medical emergency service. This service is widely used already in much of Placer County.

- It would be advantageous for the business and residential communities if the monies spent on entertainment, recreation and adult education could be kept in the Foresthill Divide area. Instead, we drive great distances to give our money to other communities. I don't mind going elsewhere to make my money, but I do mind not being able to spend it right here.
- Have a no growth policy.
- I believe we should retain the rural character of Foresthill without stifling economic development, especially small business. We don't need shopping malls and superstores, but we could make the Divide more desirable and more accessible to visitors.

The fishing access to both rivers is terrible. The Ralston Dam area is a great fishing hole, but fishermen seem to have been chased away by some conscious decision. There is virtually no access to the water and those places where people try to fish are downright dangerous. It would not take a lot of money to:

  - 1) improve the road down below the dam
  - 2) keep some water flowing into those three pools below the dam and,
  - 3) take a pick and shovel and work on making some fishing sites along the bank.

Many of these sites could be improved with a minimum of effort and expense, by working on them one at a time. I don't see why so many roads down to the middle fork are closed. There is good fishing up an down the middle fork but you can't get to it. If the north fork is to be kept wild and scenic, why not make the middle fork accessible and scenic? The river is our main attraction, and we can't get to it.
- Parking at corners should be better regulated as you can't see if cars are coming. You have to pull out so far at California, Gold and Soap Sts.
- A golf course of 18-holes with clubhouse and driving range would benefit young

and old in Foresthill and would bring outside money in from people off the Divide. We need more ball fields and lights at the existing little league field so we can practice more and so we can host T.O.C. and all-star competitions on our fields to generate community support and financial support for our little league program.

- Have five resident deputies.
- I would like to see a new high school be built as soon as possible. Auburn High School is maxed out and is a very big inconvenience to drive down the hill for activities.
- We need to look at planned community growth, which is what this is all about. Looking at suburban/urban facilities in a rural environment is ridiculous! We do not need any new parks or fancy paved bike trails. What we need is maintenance & in some cases improvements, of what is already existing. Foresthill is mainly a bedroom community, and must remain so to keep it quaint, quiet, homey feeling. If large or medium development is brought to the Divide, it must be conditioned to upgrade existing facilities to meet the minimum needs of the development AND the surrounding areas. Example: If a Pomfort Estates is approved it should be conditioned to upgrade the water system to provide domestic as well as fire flow water to the project and surrounding areas. If Foresthill Road needs to be widened to bear the burden of additional traffic or to provide turn lanes, this project should bear the cost. Any impact that a project has on a community must be handled thru the planning phase of the project and conditioned accordingly. No more per parcel assessments to pay for those things that were forgotten in the planning stages.
- Private property rights need to be addressed. Owners of property should be able to clear dead & dying trees to protect their property & to protect surrounding community lands. Some sort of a lumber industry should be part of the Foresthill Divide.
- 1. It is embarrassing to have such a junky downtown appearance. Pass Labs new building is great!
  2. If we want to bring money to our town, we need to attract people with money and build nice homes (custom on 5 or 5+ acres). Too much low income housing will attract more low income people.
  3. We need a community rec. room/gym or club for sports, meetings & indoor recreation.
  4. Building a high school may attract more families and encourage people to stay instead of moving off the hill when their children reach high school age.
  5. We need to "market" the town better.



- About eighteen years ago, I was shown Todd Valley. I liked what I saw and when I retired, I sold my possessions down in the valley and bought this acre to build my home. The taxes were reasonable, street and water was installed. We had fire protection, and this was a quiet, peaceful place to live. In the meantime city folks kept moving up here to get away from the rat race. Some of these folks are "want to be" politicians [who] come here and worm their way into offices and want to bring the rat race here; such as a cemetery district, high school, Foresthill street, park district, etc. People like us don't need all this. Most of these little politicians don't give a damn about the working and retired people that live in Todd Valley and Foresthill. We hope the supervisors that control this area will give a lot of thought about all the projects proposed for this district.
- I'm just sorry that out of town developers have targeted Foresthill for their own gain - and are going to mess up what we who have lived here found great already. But that's progress!
- Foresthill was a nice rural community and should have been left that way.
- Regarding #12 - some of the homes on Main Street & some near the businesses are an unsightly mess. Everyone would benefit by their absence.  
Re: #10 - Also, parks or dining establishments that could capitalize on a canyon view would flourish - the loveliest views in town are now occupied by a grocery store.  
A junkyard across from the old mill (trailers, log trucks, etc.) or sadly a cemetery. No real place to take your company to enjoy a look at the canyon & maybe just relax awhile. There's so many beautiful places in Foresthill and canyon views, but the average person driving by Todd Valley & through town enroute to the lakes would never see past the messy appearance of main street, the shabby buildings & the weeds.
- Add a sports theme to the area (golfing, skiing, etc.), but not another Roseville or Sacramento. We also need a radar speed sign at all road sections for the safety of motorists living on the Divide. The swimming pool is a must for all ages.
- In case of a fire on the Divide - how are the citizens going to get away? Our one road would be completely jammed and there would be total havoc. Is there an emergency plan? Secondly - I feel the teens and other children need a program of recreation, arts, music, etc. other than just in school. There should be a theater or bowling alley or skating rink - somewhere they could have fun and not get in trouble.
- I moved to Foresthill for the "bedroom community" aspect. I do not desire any more people/business/ tourists than are currently here. One can buy groceries/fuel,

etc. on the way through Auburn. We have enough problems (drunks, litterers, graffiti artists, etc) now, price them out. Why would you add "affordable housing" to what has been a rural bedroom community?

- Need more homes, more people living in Foresthill. Need denser commercial areas: downtown to Worton's Market area, new commercial, gas stations... Protect environment and scenic views in outlying areas or those seen from Foresthill Road, but don't limit too much in "key" downtown business area. Public bike and walking trails are important. Should be better non-auto connection between businesses/services. More mini-parks (on Foresthill Road near Market). Higher density housing ok near central business or school areas. More school amenities help make people want to live here. Sidewalks and bike trails on adjacent key roads such as Foresthill Road and Spring Garden. Let property owners with large parcels (4 or more acres) split them. Don't allow less than 2 acres per home in outlying area (3 to 4 miles from downtown). Allow for more density as you move toward downtown (1/2 acre?).
- The County of Placer Building Department needs to become more aware of the economics and physical limitations of building in the steeper areas of the Divide and its application of standard building codes. More coordination of County public facility departments with local public facility and service departments. Underground the utilities in town.
- Keep the charm of Foresthill intact - no neon signs, no stop lights, no "big development," keep the forests, animals, rivers, volunteer attitude, historic small town, and way of life. Build a high school.
- There are a tremendous amount of people travelling to other areas to work. They leave home too late morning and night from work. With only a few minutes to get to work and tailgate everyone and pass on blind corners, double lines, and go to fast. More than the speed limit permits especially in winter months when the roads are slick and sometimes full of snow. The roads as present are very rough and BAD. I also believe parents should control their children better - as at the school bus stops their children throw big rocks at the mail boxes and swing on the street signs and bend them over, also cut through people's property on the way and throw rocks at their cars and houses. We know well as our sliding glass door was shattered and had to be replaced. Need better control at "School Bus Stops".
- The Divide should encourage tourism similar to Nevada City - promote small tourist shops with unusual items as well as promoting museum and recreation. Maintain the population to the original general plan of 14,400 therefore maintaining larger parcels and good development standards. This will keep the Divide attractive and promote tourism which is the only way to provide any dollars in such a small unincorporated area.

- Physical fitness facility which includes an enclosed swimming pool, racquetball courts and exercise equipment to be paid for by fees, similar to a country club.
- Commercial planning should concentrate on minimizing the impact on the natural beauty of Foresthill. People live here mainly because of the surrounding beauty and it should be maintained. Only light industrial and small commercial operations should be attracted and then they should utilize the existing commercial zoning and not try to rezone areas. Residential growth should be accommodated only insofar as its impact on the existing land structure and trees is minimal. Zoning for apartment buildings and duplexes should be allowed only next to commercial areas to provide a buffer for homeowners. We do not need a fast food restaurant or WalMart-type store here! I have decided that when a McDonalds opens up here it is time for me to move.
- Protect our resources, growth for growth sake is wrong. Style, size and placement count.  
Foresthill only has one way in and out, Large population can not be sustained on this road with no industry employment up here every one must work off the hill.
- Foresthill is great as it is, that's why we moved here. Don't encourage growth. If it happens, so be it. Don't try to attract commercial business. If it chooses to come here, fine. Most of all don't increase taxes and promote bureaucracy. Foresthill has done fine with volunteerism and personal initiative. If we need something, we'll take care of it. This survey seems to be prompting growth and taxes. If people want to make Foresthill like Auburn, Folsom, Nevada City, or Chicago why don't they move there. Those places already exist. RE #25 - Cemetery - There are more than two answers (this person did not provide their alternative answer.)
- I feel that the road improvements that have been done and that are proposed are ruining Foresthill. Not only does it make for higher speeds, leading to more and deadlier accidents, it is bringing more and more people. This increase in population is changing the character of the community for the worse. More people trying to "escape" the city are simply transferring their problems here. I am glad to see the improvements to the downtown. However, I am saddened to see the few trashy homes on main street. Is there no sort of ordinance to get these people to clean up their junk from their property. I am referring to the house across from the barber shop and some along the northside across from Jonnies. PLEASE NO MORE ROAD IMPROVEMENTS!
- We'd love to see a bike trail included in the new road construction. It would be great if it started at the main entrance of Todd Valley and went straight through town, ending at the Elementary School. If possible, a historic optional trail

through town could be included. It could be a great tourist pull. Additionally, Foresthill might want to consider talking with white water rafters to see what they would like included. It seems as though they are currently the biggest tourism pull we have. At this point, the parking lot and Worton's are the only ones to benefit from their visits. We really need a high school up here.

- Growth is a fact. We can't ignore it and hope it will go away. So we must control it. Control means rules and regulations, it also means common sense. I've seen very little common sense coming out of the Planning Department. I'm not suggesting to do away with permits because we need them but it should not be a negative experience to deal with the County. It is now. The attitude of the Planning Department seems to be how difficult they can make it to do anything instead of how easy they can make it or how much they can help. OK, I've been negative enough. I believe that with common sense we can make the Foresthill Divide a great place to live and work.
- Main thing is to get rid of trashy houses along Foresthill Main St.
- If a central septic system isn't designed for downtown Foresthill, there cannot be the proper development of that area.
- Wants to see equestrian trails included along with bicycle, pedestrian, and OHV trails.
- Need additional churches with greater population. Raise speed limit to 55 mph, except in town on Foresthill Rd. Keep 49'er character of downtown with additional landscaping and street lighting (turn of the century lighting). Connect streetscapes between downtown and community park and future elderly/young housing developments near town. Include high school and new elementary school. Plan for new community center/government center with 20,000 population. More full-time law enforcement - based locally. Include 49'er theme in civic design review. Full buildout would require second major access road (Todd Valley, Iowa Hill, Baker Ranch, Sugar Pine areas). Need senior center/elderly nursing home.
- I would like to see a high school in Foresthill. I would like to see one or two businesses, such as electronics or manufacturing, set-up. Programs to provide work for teens would be great. A second elementary school should be developed in Todd Valley (30+ students per class is too high). Trails for walking, bike riding between Todd Valley and the elementary school should be kept open and new ones developed and widened. A park at Todd Valley with a pond would be great. Summer music programs in the park would be enjoyed. A goal of 100% underground wires should be considered.

I enjoy Foresthill Community Christmas Program, 4th of July festivities, fall festival, etc. Would love to see a 49er Christmas with music, horse and carriage rides, Christmas crafts. I like to see colorful seasonal banners hanging from businesses such as pineapple banners hung out this summer. Would like to see more trees planted - such as liquid ambers along trails. Perhaps a donate-a-tree program could be developed. A reward program for reporting drunk drivers such as El Dorado County's should be implemented.

- We will be unable to get off the divide if there is a major fire especially with 14,400 people. People going off the hill to work will make a giant traffic jam. Please consider these problems.
- Foresthill lacks a real sense of community. It has cherished its "stay off my hill" concept for way too long. The town of Loomis demonstrates that a town remains yet allows growth without getting lost.
- In the past 10 years, Auburn has just exploded. The "Greens" are lovely, aren't they? Low income housing exists in Foresthill and with it comes the problems -- check the dispatch calls & PCSO reports. Auburn now has AT LEAST 6 known gangs - please keep them out of Foresthill! The location of Foresthill in relation to Auburn - Sacramento is, in my opinion, ideal. By the time we get off work, leave the rat race & drive home, we are mellowed out, have left the stress back behind us & are truly glad to be home. Should the majority of the respondents to this survey feel the commute is too long--maybe they need to move! My husband grew up in southern California & I was born and raised in Dallas, Texas. It has taken us 40+ years to "get away from it all". Foresthill is the place we chose. It's clean, safe, quiet & beautiful just like it is. Please don't change it.
- I would really like to see Foresthill lean more towards the historic eras - kind of like Mendocino with old fashion values. More parks for the families & kids. I would like to see it become a more family oriented community.
- I believe it's time to consolidate public services in Foresthill. The volunteer spirit has worked great in the past, but it's not working now. We need to combine the Fire Department, Safety Club, and recreation into one entity - the PUD. Let's break down the walls of these little kingdoms and start working together.

Regarding the economy in Foresthill, as long as they keep improving the road, the fact is that its only 20 minutes to Auburn with a variety of stores and retail opportunities. Until we can attract businesses that can compete with Auburn (price, selection, store hours, etc.) we are wasting our time.

We are a bedroom community to the Sacramento region. There is nothing wrong with this. But we must focus on quality of life issues. Preserve our scenery, provide recreation to our families, do something for the teenagers and young adults (community center/teen center) to get them off the streets, and move into the next century with a real fire department with ambulance service.

- If the designated parks in our area were developed, it would improve the community with regards to youth and family activity, beauty, safety, and the overall good area appearance.
- High density housing will destroy historical character and should be very limited. Consider #32-C (alternate route) as important if emergency evacuation is needed.
- I would like to see more employment, improved roads, and visual effects in town. We need a high school and a larger elementary. I would like improved bussing of our children (less kids per bus). After school activities or places for our youth to go instead of getting into trouble like a skating rink, show, miniature golf.
- I would like to see Foresthill be like other small Gold Country towns, such as Columbia, Nevada City, old town Folsom, etc. Buildings could be restored, encourage businesses to follow 1850's style. Encourage good variety of restaurants - good food and service will bring repeat customers - word of mouth is great for tourism. Have a quality town, publicize heavily, let people outside the area know we are not just rowdy's. Clean up Main Street and entrance through town. Junk should be removed from homes - gives uneasy feeling. Foresthill Road improvement does not need to go past Spring Garden. Road from there into town is ok. Save "Old Joe's" grave on Foresthill Road (horse).
- An unfortunate fact of life for the town of Foresthill is that Todd Valley was built downhill from it. There is a lot of "spending income" residing in Todd Valley that I think goes down to Auburn. By the time you drive to Foresthill, through school zones and 25 mph zones, you spend about the same amount of time as if you had driven to Auburn. The reality is that Auburn has better selection and prices. The extra 5-10 minutes it takes to get there is worth it at this point. I don't know if Foresthill will ever be able to draw the Todd Valley dollars. It just isn't economically feasible.

The thing Foresthill does have going for it is outdoor recreational activities. Capitalize on that. Expand on it as much as possible year round. Make the downtown as attractive and welcoming as possible. Don't let travelers think they have stepped into some scene from the movie "Deliverance." There is a certain segment of this town that thinks it is really cool to have the "outlaw/rebel" look and attitude. I do not think they are an asset. Foresthill should promote "we are

easily accessible, uncrowded, and have tremendous year-round recreation." It should become a summer and snow sport destination.

- Roads out of Todd Valley and other residential areas need to be cleared of Manzanita. Homeowners need to be made responsible including absentee land owners. We would not be able to get out if there was a forest fire. We must clean up to help save us from a fire.
- Animal and flora habitat must be preserved. Further improvement of Foresthill Divide Rd. not needed. We are against growth on the Foresthill Divide.
- Even with a household income between 50-75k/yr, we do not require or desire "upscale" services or development. We enjoy the variety of people up here, and the trips to town to chat with everyone. Even the miners, the dirt, and the older homes that some have directed negative comments to, are actually important elements of the character of this community. We feel very comfortable and fortunate to live here, and I've always welcome new arrivals. But those who complain about the community, (or want to change it), really stretch our patience, with the exception of those who want to correct safety problems.  
I just thought of one - the Foresthill Road in the vicinity of town, especially between Wortons newer grocery store and the post office, needs center reflectors. It's really hard to see up there when it's rainy or cloudy. I dread going up to the Elementary School for winter evening programs.
- Most of these things you want to provide are wonderful if you really want to provide them. But I suspect you really want ME to provide them and I don't want to.
- We need a high school in Foresthill. We cannot lose the hometown, country life we have. There are many developments with controlled environments in Auburn, Roseville, etc. areas to offer to people. We value the horse riding trails (abundance of trails).

They are already butchering the forest just to widen the road, not to mention all the litter.

- What concern is being given to the future form of local government? For instance is incorporation being considered?
- It seems there are many welfare recipients here on the divide. I don't know how they got here or where they are from. with little or no business opportunities here, a plan should be made to move these folks elsewhere closer to jobs or stop much of the free government giveaways.

- There should be much stricter enforcement of anti sign ordinances (commercial, private garage sales, work requests, lost dogs, etc.) which litter the community as graffiti. Enforce barking dog ordinances. Make sensible and enforce speed limits from Baker Ranch to Auburn on the Foresthill Road. Remove 90% of the useless traffic signs (and others) on the Foresthill Road. Do no further widen "improve?" the remainder of the Foresthill Road which has resulted in further removal of passing areas in addition to wasting taxpayer money for no gains.
- Foresthill is a "country" community. The inclusion of the Todd's Valley housing development increased population density without helping Foresthill in any way. I am NOT for higher taxes or assessments most of those monies are wasted in administration salaries. So let's use the bigger lot size to keep population down. Let's use donations as much as possible.
- Development of the property northeast of Foresthill (old Mayflower mine area) between Foresthill and Elbert Ranch should increase local business. Allowing development (housing) balance town toward Auburn will be of little help to local business.

If its decided to appeal to tourists, don't forget the "fly-ins". Make the landing strip on the mill property available to small aircraft with walkways to nearby restaurants and gift shops. Small aircraft enthusiasts enjoy flying to small towns of interest for lunch, etc. Advertise!!

- 1 - We do not want a lot of growth. We moved here to get away. It is unhealthy to live in Sacramento; 2 - Please find a way to patrol this road. Foresthill Rd. or add another lane. It is extremely dangerous. I know from my family's personal experiences. (3 people in my family use the road everyday!); 3 - We need ways to preserve the area. We want it to stay as is. My only need is to add a store such as a drug store where we could get a larger variety of medicines, bandages, household items, that are necessary to all households. There are times when driving down the hill is impossible - injury or illness can permit going very far. Thank you for asking our opinions. We have never been included in any important survey that affects us!
- Stop all additional assessment districts from being created. If we don't have the money for improvements, additions, or just plain empire building, forget it. We did not move to Foresthill to be taxed to death.
- Fuel reduction should be done by landowner. Therefore no assessment should be necessary.



- With the thick forestation throughout the whole area, and fire hydrants sparse one should remove many trees. Then you lose much of the beauty. Rules make and checks made by forestry service and enforcement. Brings greater living safety. Easements kept open for fire trucks plotted out is practiced and people themselves should realize their responsibilities in living here. Mountains should not become like hustle, bustle cities. Keep simplicity the factor. Keep costs down. Neighborhood watch is caring. Ranger inspection twice a year for people to clear their land of weeds, brush, low limbs. Too many homes are secluded in forest over growth. Composting and legal burning puts and keeps a control on wild fires, etc. This should be set in action immediately.
- Our one concern would be a huge development in the area of "Pomfret Estate" type that would completely change the character of the Divide. Growth will come - it needs to be orderly but not forced by "big money", "big plans" without regard to present community standards. We located here for our rural small town ambiance. We do not need development forced on us by money hungry, land grabbers that will totally change the way we live now! We all know big money will probably get their way - That's how politics works these days. Perfect example is the games played with land use of the Pomfret area. Obviously the folks who live here will get it pushed down our throats like it or not. Thanks Politicians! Let's keep big developments out -- Small planned growth in --Let's keep it slow and simple -- not large and complicated.
- I think the #1 item that should be addressed is the house on the main street of town. That house should be condemned, it destroys all the efforts made by everyone to spruce up the downtown area. Why should on homeowner be allowed to destroy the whole downtown area for the rest of its residents. Can't something be done!!
- Something **MUST BE DONE** about the idiots who drive dangerously on Foresthill road in the weekday morning commute. There needs to be more enforcement on
  - 1) Speeding
  - 2) Illegal passing
  - 3) Tailgating.

There appears to be above satisfactory presence of the Sheriffs Dept; however apparently, they do not have jurisdiction for enforcing traffic laws or responding to vehicle accidents on Foresthill Rd.

As a taxpayer I would be all for contributing to the funding for an additional CHP officer (out of Newcastle), who's sole patrol area would be Foresthill Rd. from Auburn to Baker Ranch area. Does not have to be around the clock seven days a week, but during periods of problems/complaints.

The periodic placement of a "LED" traffic speed display to tell drivers how fast they are going is an attention getter by itself. I am sure there are units available within and owned by Placer County or its communities. Let's use it!

- The Foresthill Divide development should be controlled, but not over controlled.
- I do not wish to see any growth along Spring Garden Rd. or Yankee Jim Rd. If there is a developer in that area with plans for any subdivisions, the residents in that area should be informed. The roads are adequate for current traffic levels. If you allow residential growth in this area you will totally destroy the rural mountain atmosphere and turn Foresthill into an Auburn type community. I do not want the Yankee Jim's road turned into a freeway type thoroughfare to I-80.
- There are two major areas that will have to be corrected before anything else can even be considered in Foresthill. Get a reliable telephone Co. and system into Foresthill, and bulldoze downtown and clear all buildings ready to fall down. They are not historical at all just plain junk.
- We don't want someone who doesn't live here to tell us how to live here. Foresthill ain't no flatland place.
- I favor less government intervention. Market demand will determine if a business is viable & needed. I endorse the free enterprise system.
- Thanks for this opportunity to voice my opinion. We have lived here 5 years. The primary reason for our move here was for the access to equestrian trails. There are of course, none. Yes there are multi-use trails which we can share with the biking people and the hikers by the way, the biking people could learn through a simple brochure, some practical behavioral patterns such as announcing themselves via voices not by screeching their brakes. Unfortunately, the motley assortment of mopeds, motorcycles, etc driven by "kids" or obese adults (often with no plates) is never ending. Maybe they can't read the signs indicating they're not allowed. I think not. What do I do with them since they can go anywhere, and I cannot. do I make a citizens arrest? Charge them, shoot them. All great options. But really I'm kind of busy with my horse when they interfere. With my life and space. I need to know why Sacramento as a Sacramento Horsemen's Assoc. Loomis has Loomis Basin Arena Center and Auburn, and Foresthill have nothing at all to compare. There also should be more horse crossings. It's hard to outrun most vehicles even your questionnaire avoids the equestrian category for the most part. Why not equestrian trails through town? Norco has this provision. Why are still "rural" enough for this. There are hundreds of horses here. We're not going away, not just yet - also, I pay my taxes unlike the scores of welfare folks, the teenage moms, etc. What are my rights.

- The town is a dump!!! Needs to be re-designed in good taste, compatible with area.
- I moved here for the peace and quiet rural area -- not for encouragement of fast growth and commercialism. Some amount of tourism is desired. However, I do not want a Nevada City style and size of tourism. The quality of life should be protected, i.e. historical landmarks, hiking trails, forests. We are only a few miles from Auburn to take advantage of commercial services. We have enough schools to support the number of children in the area. I would like to see a clean up of Main St. through town especially one house with junk cars and trash always on view -- a terrible eyesore! Additional landscaping would be beneficial. Control of speeding vehicles - adherence to speed limits is critical. people who come up with dirt bikes (weekend warriors!) and tear up the country side should be discouraged. I want the wildlife and greenery preserved.
- Fast food restaurants do not belong in Foresthill ever or big box retailers who would destroy the quality of this area and small businesses. Very little population growth warranted based on availability of water. We need a good curbside recycling program (other communities have it). Regarding Sheriff's Dept: although their service is good under the circumstances, it is inadequate. Only 2 officers 8 to 5. Keep Sugar Pine reservoir clean; drinking water for Todd Valley. No motor boats or dogs in water should be allowed. This must be enforced. Better access to river is needed as well as serious trail work because of neglect or erosion. Items under 32 are of vital importance and must be addressed at once: (c) We urgently need a paved alternate route from Foresthill towards I-80. (h) Roads leading to the river should be safe and kept open to the public. (j) I am not in favor of an off road route anywhere near the Monte Verde Inn. 34. I cannot agree stronger with any item "a" through "h" in this category! 35. Not answered - NO high density should be allowed. Destructive for environment and not enough WATER.
- We moved up here to get away from the big city life and do not want to see Foresthill get any more commercialized or over run with people. To many people breed to much crime. Also do not like big city people moving in trying change the slower ways into big city ways.
- I believe that expansion of people buildings and roads is very unnecessary. I feel Foresthill is Foresthill like is now. People love the community for what it is now. And are willing to go to Auburn, Roseville, Sac. for groceries, work, school, and shopping. We live here because of the views, trees, and quietness. More people and businesses means less privacy, more crime, less wildlife & more fire chances. I think Foresthill is fine like it is. I believe Foresthill Road

should not be straightened or widened. This will just cause people to drive faster. I don't want to see Foresthill become an Auburn!!

- Need a restaurant in Foresthill that would attract more out of towners like the Somano house (Eureka area).
- Cleaning up downtown in keeping with an historic theme, and small service-oriented business would encourage visitors to come and spend their money here. A small R.V. park near town (within walking distance) would bring weekend and vacationing visitors to relax, eat, and shop here. We also think we need a golf course here to add to the recreation draw. It does not require a large population in Foresthill to support a course (i.e. Grayeagle)
- About the fuel reduction program - I believe it could be done at no additional cost to the residents. People are quite fire conscious here and many heat with wood. Many of the downed trees, dead standing trees could be cleaned out if we were allowed to go in and clean out for heating uses in our homes. As with a cutting permit, you could issue one permit and provide a map of the areas that are open with regulations to be followed for the protection of the forest and for people. The fuel reduction permits could begin at no charge for several years to see how it works, if it is sufficient. The forestry doesn't have the funds and especially doesn't have the manpower to clean up and keep clean the thousands of acres around the area. The saying, "Many hands make light work," is very possible, no charge could be very appealing to all people rich and poor. Plus the pride of helping make a community more safe.

Many of the people here in this area came here to get away from the hustle and bustle of town's that keep growing. I grew up in Auburn and frankly am disappointed in its continued growth. Many came to get away from city life and our County Supervisors and other politicians want money, so things grow. Walmart's an example - the people don't want it, etc., but its coming. Foresthill wouldn't be Foresthill anymore with McDonalds, Target, Kmart. It would turn into an Auburn, Rocklin, Roseville and Sacramento. There are plenty of homes, commercial buildings etc. vacant without building more.

- Increased enforcement of leash laws and disturbance from barking dogs. Uniform zoning in Todd Valley to allow 1 horse per acre. Property owners in downtown need to clean up properties or face the expense of having them cleaned up. Downtown looks like a slum.
- We have been assessed a huge amount of money already for improvement to the water district in Foresthill for future development. I can see in the future, assessment for a Fire Department, Recreation Department, Cemetery District,

street improvements, sewer system and on and on, to encourage development, with current residents paying the bill. I feel it is time to let future residents pay their own way.

- Foresthill is okay as a bedroom community. Big business and fast food will ruin it. I love the wilderness of it, wildlife and trails. Anything that would kill more animals and forest isn't good. I don't want a city.
- We need the Auburn Dam. If someone would check it out, you will find out that the two cement piers at both ends of the bridge were meant to be under water. now that they are not you will find that they are going to rot. Think of what would happen if one of them were to collapse. Think hard. The no hands bridge is in question, so should the foresthill bridge be.
- The 1981 General Plan did not serve the community well at all. It seems that downtown business feels that we should cater to them rather than they to us, the consumer. I have no interest in beautifying downtown in order to draw new business. Instead, new (or old) business should entice me to do business with them. I will and do shop with the people who give me good reason to bring my money to their store.

In case no one has noticed, the population center has shifted away from downtown Foresthill and now falls in Todd Valley. With few residents having reason to pass through Foresthill, most travel is directed down the hill towards Auburn. Zoning changes are most needed in the new center if business success is to be expected. Stores and services are needed between Happy Pines and Red Rock (high traffic area).

Foresthill does not provide meaningful employment for the vast majority of our population. Jobs are not why most people have located on the Divide. The beauty of the area, the utilities and public services, and an easy commute are why most newcomers are here.

- The Foresthill PUD sent request letters to determine whether they should finance a new project to improve water line size. Although our family was in favor of the project, everyone we have spoken with stated that they protested the improvements. Yet the PUD went ahead anyway. We are in favor of progress, but now when the majority of Foresthill residents are not. The Majority stated NO, we should all respect the majority. It will be hard to get community support when public utilities abuse the majority.
- It is my firm belief that the majority of Divide residents do not want to see excessive development such as new subdivisions. Case in mind, the Pomfret

Estates. We love our trees, views, and our easy access to recreational and wilderness areas. We've seen enough big trees removed; save the rest for tourism. The Todd Valley pond should be developed into a park. Vandal-proof historical markers should be installed throughout the Divide. The Yankee Jim's Road should be paved to Colfax. Downtown Foresthill has a junky look in certain spots. This should be remedied. Tourism on the Divide should be developed and encouraged. Local restaurants should be encouraged to offer meals at moderate prices. A local gold mine might be developed into a tourist attraction like in Placerville. The town of Michigan Bluff might be developed as a tourist attraction. Perhaps Stanford's store could be restored. A solid footpath should be constructed to the base of Grouse Falls, a wonderful sight for tourists.

- Most of us moved here to get away from the city - shops- retail stores and a loose density housing situation. We wanted open space with the animals and lots of trees.  
A few large property holders and the money people in business are the ones pushing for more development so they can fill their pockets at the expense of the majority of people who came here to get away from all this crap.  
An area like this should be protected from development. We have very little left to protect like it was, and we should not let the few who are only interested in money" destroy it.
- I would like to see aggressive law enforcement to root out undesirables. Drug users, drunks etc. Tourists don't want to bring their families to a place where they don't feel safe. Zoning should be enforced to clean up the "eyesore" properties in and near town.
- The speed limits have to be enforced.
- Regarding projected population of 14,400 at full buildout: With basically one way in and out of Foresthill (the Foresthill Road) I believe we would need another escape route in case of fire or other disaster. The Foresthill Road would not be viable as our only exit for over 10,000 people.
- Foresthill is a nice community. Let's keep it this way. The more people brought in the more problems we will have. It is doing fine the way it is. People need to get the dollar signs out of their eyes and not try to force city living on us. To heck with limitations, Foresthill will keep growing that's when we and other people will move out.
- Property owner rights should be top priority. Changes in current zoning need a full hearing including owners and neighbors. Preservation of "small town"

feeling can be protected by planned thoughtful growth which is essential to Foresthill economic well being. Commuting "off the hill" creates disinterest/apathy toward "community life".

- Clean up the town of Foresthill, no more schools needed. Bring in more stores and help Foresthill with projects, don't pick on retired people.
- In general, I feel Foresthill is moving in the proper direction, though I feel improvements can be made. Some homes along the main road are junk yards or not kept up. The downtown area is improving but some of the buildings do not conform and are dilapidated. More parks would be a big plus; however, forming a parks dept. would be a waste of good money. Community spirit is alive and well.
- Please leave Foresthill as it is and was - that's why we moved up here.
- Wouldn't it be possible to have a little satellite county government office in Foresthill? Maybe a social worker and parole officer to deal with the poverty, crime and children's issues locally. We do have a problem with very poor families and children who don't seem to have parental involvement.

Initiate "truck farms" and then a farmers market since we have good soil, plenty of water and good summer weather. This would provide a small, healthy industry and a way to bring people together.

We need to not just develop a bedroom community since we do need to bring work into the area. We already have way too many people who commute off the hill everyday. Also, as downtown continues to improve, we need to not make it look like a Disneyland western town. Use good construction with a hint of the historical past.

The old mill sites provide outstanding sites to establish a plant that can process small logs from all the plantations that need thinning - they could manufacture plywood, paper pulp or energy.

- We feel that improving downtown's appearance and adding some small scale businesses (such as dry cleaners, clothing, bakery stores) won't harm our small town feeling and would increase revenue. We have no interest, though, in attracting any large conglomerate stores to Foresthill. I think our residents would be happy to get those services as close as Auburn.
- California is in rampant, non-thinking growth. Foresthill is an oasis of small town thinking in the middle of a 30 million person sea. I like things the way

they are. I always have. I've been coming up here for over 20 years living here for 8 years. The first Burger King to show up and I'm gone. I can find that so-called quality of life on any street corner in this country. some things are more important than the almighty dollar.

Letter attached: The original purchase of this property was made because of the dam construction and the promise of a mountain cabin resort area was on the drawing board. naturally I would like to think that the land would remain as rugged as it was when we purchased it. However, all indications (taxes/assessments/real estate sales letters, etc.) show that this will not be the case. Neither my sons or I have visited Foresthill Divide since construction of the dam ceased. That being the case, none of us could possibly answer the questions on this survey knowledgeably. We have no idea what is/isn't there or what the area needs/doesn't need. Perhaps in the future, my sons may build on this property. Until then we will have to abide by whatever decisions are made by those who live there or are familiar with the area and continue to hope who live there or are familiar with the area and continue to hope it manages to retain at least a touch of it's original charm.

- As the town of Foresthill is developed. I would hope that care is given to keeping as much as the rural environment as possible. Too many people are moving up here that want to bring their attitudes of fencing everybody out -- closing trails, and not working with the community. I can't believe how fast everyone drives -- why do they move up here if they are always in such a hurry?
- We need a recreation district.
- A High School is needed on the Divide.
- I have two other concerns I would like to bring up. 1. Neighbors who do not control their barking dogs or wondering dogs. We have had certain neighbors whose dogs bark continually throughout the night but according to animal control they have to continually bark 20 minutes within an hour. Well most dogs don't do that, but they do bark off and on all night long. 2. Neighbors who do not have the courtesy to keep the noise level down after 9 p.m. during the week. We have no resource I'm told to stop the noise. Unfortunately, some of us do have to get up early in the morning and it is difficult when you are unable to sleep at night.

I know these are problems neighbors should be able to deal with between ourselves but you are not always lucky to have good neighbors.



- We need to encourage industrial (Georgia Pacific mill site) development in an attempt to draw light manufacturing operations into the area.
- There seems to be a disproportionate amount of low income housing in Foresthill which continues to attract a non-contributing population. This seems to create an imbalance where many residents of Foresthill seem to stay at their residence rather than venture about in our community. The burden of funding appears to be on the homeowner while the benefits are shared by everyone.
- Clean up the junk homes and junk yards. Get rid of junk cars!!!
- Each resident has a particular reason for living here, not forced by "economic" circumstances. The choice was for a small town, low density, forests and abundance of nature, uncluttered by fast food joints and abundant services. All these must be preserved, for once the mentality of development, freeways, ugly shopping malls and spread out services take hold there will be no Foresthill as we know it.

Am I therefore anti-development? No. We do not want gated communities amidst forested acre lots as havens of condominiums. Please do not mix malls, high density living (however opulent and attractive) amidst the rural Foresthill. One does not have to replicate suburban policies. All major shopping facilities are barely less than 20 miles away in Auburn. One finds this quite acceptable; living in New York City even necessitates drives up to and more than 20 miles normally.

Some more public park facilities could be developed, eg. within Todd Valley, for the enjoyment of residents who must get out sometimes from their forested homes and not have to go miles from home for relaxation.

It is this quality of life that must be preserved and enhanced so that the area remains a magnet. Please do not over-develop.

- Housing maintenance & landscaping should be controlled in downtown area along Foresthill Rd.
- Foresthill has a special quality of life, charm and beauty with its history, wildlife, and being so close to the Tahoe National Forest. The recreation the Foresthill Divide has to offer benefits the many people of Placer County that need the mental escape of their already high density cities. There are few towns like this left. We should not allow this unique area to be destroyed by high density and commercial saturation like Auburn, Roseville, etc.

- I would hate to see much more growth up here until the road work is completed on Foresthill Road, and Yankee Jims or some other road out of here is added. In the event of a forest fire, we could be in for a disaster with the population we have now.

I also wonder why you merely widened Foresthill Road. Why didn't they eliminate some of the curves? Are they planning the rest of the improvement the same way?

- Not simple enough for most people. You did not include anything about the proposed new schools on the mill site? Why not. It's an important issue!
- Keep small town atmosphere. We moved here to be away from the city. Improve downtown store fronts with turn of the century looks. Example how nice the forest house renovation has been. A nice public park would be beneficial. A moderate size library, cozy atmosphere, fireplace etc., with warmth and "49er charm".

No more bars in town, The resident deputies are on top of things. We are fortunate to have outstanding law enforcement. The volunteer sheriff's substation personnel have provided a great service. Lets keep this community small & safe.

People drive here to enjoy the scenic views of the divide. We should maintain the peace and tranquility we now enjoy by limiting development within our community.

- We in the Todd Valley area would like to have a park move local to our area. This would cut down on traffic into the only park in town miles away.
- How many people can the water system support during serious drought years which will cycle through again?
- Limit John Worton and the number of businesses he can run out of his store! Put off a high school for 350 pupils - silly! Keep forest service roads OPEN. Why all the gates on public land. Have trails!! More river access.
- Why not ask for input from citizens on what questions should be asked? Infrastructure must be addressed first before new development can begin.
- PUD is trying to get its hands on Sugar Pine water. There is no way that this acquisition would benefit our water supply. Leave it alone! Either let someone build on the corner of Bell Rd. and Highway 49 or have the place cleaned. It

looks like a city dump at the present time. Maybe the Friends of Placer County would like to do the job.

- I really believe we should severely limit the growth of housing even to a moratorium until we have enough local business to support the community we have so less and less people have to leave the hill to work. We have lost more than we have gained, mostly in the mills.
- We need a top class golf course to bring in more revenue. A small rustic looking shopping center so we don't have to go down to Auburn for everything.
- We do not live in the foresthill community itself. We are located in a more rural area about 3 1/2 - 4 miles by road from the center of town. Visits to town by us are rare because of this our replies to question in this survey may not be too valid for actual planning purpose.
- We would like to see all traffic laws enforced. Drivers who refuse to use turnouts and yield in passing lanes create hazards as do speeders. We would like to see more development of recreational facilities in this area. A cross country ski center at China Wall, motorcycle rentals at Sugar Pine OHV, more campgrounds, etc. We would like to see more law enforcement presence in outlying areas. Parking areas are not enforced at Sugar Pine and it is often difficult to use the boat ramp. Also, thefts are increasing at campgrounds. Most important is the planning of roads.
- As our senior population grows - and grows older - we will have seniors health and human services issues to address to ensure a high quality of life for our elderly neighbors. We need more health services, a pharmacy, lab, and competing physician. We need better medical care for seniors and low income families. Transportation is also a large concern. Also, according to a needs assessment conducted by the Placer County Greater Collaborative for Healthy Children, the Foresthill area contains pockets of "high need families". This area has a higher than average rate of: substance abuse, family violence, and poverty. If this community does not work together with state, federal, and private health and human services agencies to address this growing "pocket of need" in our community, the community as a whole will be diminished. Please obtain a review of the needs assessment - contact person is Brooke Allison at the Placer Child Abuse Prevention Council.

On a positive note - pursue a golf course. Locals on the divide would use it and if it were done well, people would travel to Foresthill to use it and would stay at the local inns, eat at local restaurants, etc.

- I believe our greatest problem is the situation arising from both parents of young children working out of the area. Parents who commute cannot supervise their children in the morning before school or after school. When they come home they are tired from the days work and are not as sensitive to the children's needs as could be desired. Very often both parents find it necessary to work to provide a sufficient income to own a home. If we had more job opportunities in Foresthill it would cut down the commuting time. Maybe we could find a time and place where young children could be cared for after school until their parents get home. I am also concerned that the swimming pool is no longer large enough for the community. I believe it is very important for young children to learn to swim in an area where we have lakes and rivers available to them. Building a larger pool would be very expensive. We need a recreation district to help provide a larger pool.
- Can the County clean up that mess of a house at the corner of Foresthill Rd. and Gold? It is the biggest eyesore of the community.
- Build a golf course and an athletic club
- Growth and change are inevitable. We should plan and control it to preserve Foresthill's character and scenic beauty. Our plans must respect the needs of our people from the very young to the very old. We need to improve our infrastructure while controlling growth. Special attention must be paid to telecommunication capabilities.
- There is no mention in any of your questions on property rights. Are you ignoring this basic constitutional guarantee?
- As we've lived in this area less than 2 years we have not formed strong opinions in some areas. Our fondest hope that it can be kept "RURAL" Thanks for this survey, its nice to know that personal options are taken into consideration.
- Sewers in Todd Valley
- We've been here only 2.5 months and barely know anyone or what's going on around here. Some of these are not answered. Although I wouldn't mind seeing more businesses in the area.
- I think there should be more schools built for the students specially a high school. They should of planned ahead for the population to grow instead of waiting until it was to late. Because without education these kids have nothing to look forward in life.

- Some additional growth could benefit Foresthill by making it economically viable for some new business. However, I like the small town, rural flavor of the area. Most of us work off the Divide so more road improvements are needed. As far as I'm concerned, I'm not opposed to growth if it can be balanced with maintaining small town, mountain/rural flavor. I like not having stop lights, but the 25 mph speed limit above the elementary school is too slow for the rural setting. So new development should be required to incorporate "natural" settings through saving trees along Foresthill Rd. and where possible inside the development. We could do a better job marketing recreational opportunities without significant impact on the mountain environment we enjoy.
- I would really like to see a big box retail store in the area. All of the smaller businesses (Foresthill hardware, etc.) tend to raise their prices awfully high. An AM/PM would also be nice with competitive gas prices.
- Commercial development should be limited to "downtown" area and selected areas along Foresthill Rd. Residential and ag. areas should not be rezoned to commercial. There should be a variety of population density areas (minimum parcel size zones). Changes in minimum parcel sizes should be dictated by short term population growth and market conditions like real estate prices, etc. Zoning changes should not be made for the economic consideration (profit) of owners and developers. Foresthill Telephone's service stinks. It is not competitive technology wise or in the service options they offer. We need ISDN and more long distance carrier options. Direct Dial International service would be nice. Cellular coverage could be improved.
- Future development should not be in huge blocks such as 100 or 200 or more units at a time. The trees on lots, as are able to be saved, should by law be preserved. Housing design & materials (outside) should be in keeping with the area's ambiance. Small enclaves of development should be permitted to form a neighborhood, where people get to know each other. Do not let the County take over by letting Foresthill grow too rapidly and too large. The scenery, charm, ambiance and the friendly people are what attracted us to Foresthill. People helping people, as regularly practiced in Foresthill, is a gem in this day and age as well as the independence of the residents and volunteerism in this area.

With the new road, too large and too fast growth will destroy what FH is and it will only become a bedroom commuter community with new residents NOT participating.

Growth is a given, but should be by individuals who develop an individual lot as well as the small neighborhoods as stated above. Many retired or about to

be retired people in Foresthill would not be able to afford all the new utilities, fees, assessments, and new taxes to support a much larger community, as would be a given due to the inability of volunteer services alone to cover it all.

- Questions: 21,22,23

State and county regulations and mandated programs will force all volunteer depts. out. Medical & traffic accidents drains the enthusiasm of volunteers. Ambulance & medical calls should be a county wide program.

Question: 24

CDF has always had the laws to provide fire prevention and fuel management programs but CDF priority is # 25 in these fields.

Why doesn't Foresthill have a CDF-inmate crew firebreak? Why haven't the existing CDF fuelbreak program been maintained?

- I believe you will have some difficulty getting a true tabulation of these due to the fact that most surveys I've taken have used the number one (1) for strongly agree and gone to higher numbers as the item became less important. I had to change several of my first items when I realized that 5, not 1, meant strongly agree or was most important.

Please lets not expand the humans so much that the animals must lose their habitat. We could stand to regulate our numbers too - God said "Till the earth" not over-run it! Also, lets plan ahead and not end up with waste we can't get rid of; debris that's a fire hazard, or a replica of the teeming cities we all came here to get away from.

- I suggest consideration be given to altering the strict 20 acre minimum rule in areas of the Foresthill Divide above (northeast) of Foresthill. In our area off Foresthill Rd. in the Sequoia Rd. development are lots ranging from over 32 acres to 5 acres. (The 5 acre lots were formed shortly before the present general plan was developed.)

Our 20 acres is bisected by the main access road serving ten other parcels. Power and telephone wire services travel this access road, effectively dividing our property into two ten acre parcels. Our effort to form the two lots legally was rebuffed by the county on the basis of the 20 acre minimum rule. It is a hardship on us to be "stuck" with what is physically two parcels, but cannot be used or sold as such.

As we were told by the county at the hearing 5 years ago to wait for the new general plan, we are requesting consideration for appropriate re-zoning for us and for any other properties so affected.

- We have two children - one in high school and one in middle school. I do not think a high school in Foresthill is a proper use of my tax dollars. The kids do not want to go to high school in Foresthill. In most cases, the kids have gone to the same school with the same kids for eight years. Placer provides a diversity and greater opportunity for the kids (sports, band, larger curriculum) than Foresthill could ever provide.
- We feel that a high school would benefit this community, besides keeping the students up here it would also bring visitors to the area (for school related activities, sports events).
- I bought in this area because of the mountains and trees. It is like camping all the time. I do not want to change that.
- There is a real need for a hazardous material (oil, gas, etc.) on the Divide at the price that is charged for garbage rates this is a must.
- Please leave Foresthill the way it is.
- We need a 4-way stop signs at Foresthill Rd. & Gold St. Competitive market, Burger King & Taco Bell, Drugstore or Pharmacy.
- My wife and I moved to Foresthill because of it's "small town" atmosphere and the close proximity to outdoor activities, eg., hiking trails, Sugar Pine Reservoir, etc. We want to avoid the "zoo-like atmosphere" of Rocklin or Folsom. Development in these communities is occurring unchecked. I grew up in a small town outside Chicago. Today, because of poor planning and development, the town of Crystal Lake has terrible traffic congestion and poor overall quality of life. I do not want to that occur in Foresthill. A few large land owners can turn a high quality of life community like Foresthill into garbage in short order. I appreciate the efforts of the Community Plan team to draft a new Community Plan. I suggest the general efforts should be to take advantage of this beautiful area, but avoid turning it into a bedroom community for Sacramento. I will actively oppose efforts to develop land beyond the current plan (that is for residential development). I feel that Foresthill has a high quality of life atmosphere now ( low traffic, low noise, ease of access to trails, etc.), and hope that the Community Plan reflects this atmosphere.
- Why not have Todd Valley its own community? or city
- Too many trees have been cut down in Foresthill in just one year! We do not answer some questions because we are uninformed or have no opinion.

- We are just moving into our home and therefore couldn't really give good answers to many of the questions. We like the scenic/mountain feeling & friendly folks.
- OHV should be banned. Too loud and disruptive! Bikes, x-country, skiing should have safe, quiet areas to recreate. Thanks!
- 1) Not enough enforcement on drugs and drug dealers. The Sheriff's Office knows who they are but do not take necessary action. 2) Drunk driving and stricter enforcement of speed laws needs major improvement. 3) The \$25.00 parcel assessment for water charged to residents who are not supplied water is B.S. (eg. Yankee Jims area)
- Would like to see a zoning change on our parcel from RF-B-43 to RM-6 along Foresthill Road. Also, would like to see certain minimum requirements for use permits (i.e. require a privacy fence to create a visual separation, pave large parking areas, create certain minimum setbacks for these parking areas, make these areas green belts, do not allow removal of existing trees). These and other requirements will at least minimize the created inconveniences such as noise, dust, bright headlights, etc.
- No more subsidized housing or multi-unit developments.
- Population must grow slightly. It's the only way to support local businesses and services. I am willing to have more people here if it means decent stores and more services available.
- Without some sort of central septic system in the town of Foresthill there can't be the proper development of a "downturn" area in Foresthill.
- It is my opinion that we have too much "big brotherism" from County departments in Auburn. Foresthill could do with a great deal less County government with consequently less tax money going for central bureaucracy, and more for local schools and local services.
- Stricter control and fines for those residents who allow their pets to roam off their property. Remove business signs of residents who post signs advertising their business. Remove, hide or penalize those who leave junk cars in the downtown area.
- When are you gonna change the speed limit on the newest part of the Foresthill Road from 40 to 50?



- It seems as though the plan is to have special assessments for special needs. Keep in mind that as retirees, we are on a limited income - raises are not forthcoming. Also, due to our age, we would not be using recreational facilities, etc. Whatever facilities are added or improved those who use them should pay for the service. When you go to the movie, each person needs a ticket or you don't see the movie. Facilities should not be built or improved so only a few can use them, but everyone pays for them.
- Limit construction of additional mobile home parks and modular home construction.
- We just purchased (July) a house we had been renting and we really like the small town atmosphere. We live in Todd's Valley subdivision within 1/2 mile of Spring Garden Rd. and Baker Ranch and don't want to see it developed in suburbia of high density housing. There are six or seven other households in our area, its quiet, (except for all the morning and evening traffic on Red Rock Drive) and we love all the trees, etc. Don't turn our neighborhood into another Auburn. I grew up in a town smaller than Foresthill until I was 16. I really loved the small size. This was a lot of the reason we moved to the Foresthill area from Auburn. Let's keep it small up here.
- Nice job on this Questionnaire!!!! Will we get results of this survey mailed back? Please send us results of this excellent survey!!
- How about paving some non-county roads, or at least have county gravel the roads. We pay taxes too - Melody Lane and Melody Ct., etc.
- Foresthill is a rural community and I would like to see it remain that way. I am not opposed to having others enjoy this community but it will lose its unique flavor if it expands into a "city-like" environment.
- Any self-respecting future business owner would not locate so as his/her customers have to look at the trash house at the corner of Main and Gold Sts. This garbage heap has existed at least since 1989 when I moved here. It is a safety hazard to children walking to and from school. Animal control have at least visited the house twice in the last year. Why beautify the town when this place exists? Building Code Violations? Health and Safety Violations? A real eyesore!!
- Foresthill should remain a bedroom community.
- Why would you move to Foresthill unless you love it for what it is. (A wonderful small mountain town with lots of wonderful people.)

- This is all a joke. There are a handful of individuals controlling ALL of these decisions with a or without public support. John Worton, Jeannie Boyce etc etc. What difference does my opinion make when these people already run the show their way?
- Do not change the divide into a city. We do not need the problems of gangs and crime that a city will bring.
- I am extremely concerned and a bit anxious about the preservation of our trail/path systems. I have children and friends who use the paths to ride bikes to school (all the way from Todds Valley) and for recreational walking and equestrian use. I chose property on the Foresthill Divide when I bought my home because I liked the rural atmosphere and accessibility to so many trails & paths; most other locations in the sierra foothills did not offer this on such a broad scale. The Western States Trail System is one of the Divide's major assets along with Foresthill's location between the Auburn State Recreation area, BLM lands, & Tahoe National Forest. Foresthill should preserve this asset at any cost. I feel land values would increase if the rural atmosphere is retained -- not too many rural areas are preserved nowadays. I feel pedestrian, equestrian, and bicycle trails, if properly maintained and routed through or around developed areas (to maintain the rural affect), should be integrated into ALL new developments. Trails that travel along the roadside should be buffered by either trees or a single rail fence (or some other type of buffer) to prevent accidents between automobiles and those using the trails. I love Foresthill and the Divide for its trees and trails and hope they are preserved.
- I would like to see the Auburn Dam and recreational Area Developed - it would be good for Foresthill to develop recreational real estate increase value of the existing land yet not over populate Foresthill since the project will be some distance away.
- This community is a population of individualists. As such, the community plan should reflect this fundamental character. Provide for seclusion while at the same time allowing for commercial needs is a fine balance. On the one hand we need more residents to support desired services, but we don't want to look at our neighbors driveway. This I believe can be achieved by having a single well defined commercial town center and by opening up new developments with large lot sizes (3 to 5 acres). The commercial center will never have everything we need, but that's ok so long as the business and employers within it are viable (profitable).
- Place planning and growth as close to Foresthill as possible. Promote the future high school and elementary school. Allow private business to expand the job base.

A recreation based retirement community would be great if planned out with the existing community in mind. Promote cleaning up the downtown area (i.e. weed abatement, trash clean up, enforcement of health and safety codes) in order to force a few people to clean up their property.

- We need a bus system with bus stops in Todd Valley to take people to Auburn and hook up with public transit there. More ways for people to go to work on the bus. We need a high school. The park by the Todd Valley pond is needed. We do not have a place in Todd Valley that families can be together. The road to town needs to have more pullovers and place for Todd Valley to walk and ride to town.
- Foresthill needs water not just for domestic use but big time water. Some work should be done to explore the possibility of diverting water from the headwaters of the North and Middle forks to "green up" the entire divide to make it more saleable as recreation terrain. The Georgetown Divide has extensive "ditch" water from the gold rush era and it makes improved green areas. Foresthill always looks temporary like people come to take and not really "belong" to the area, even the "old families" give the impression that if someone came up with the right price, "I'd be out of here." Foresthill is never destined to be more than a bedroom community for people looking for escape from the cities, it can't afford to grow unless there is development of roads to the high country and to Norden-Ice Lakes and Highway 80. Tourists would, I think, come through and spend time camping and exploring then move on. It's now a dead end. Return to Auburn and on to the valley or east. I think in 40-50 years this may be viable.
- Foresthill need to be a tourist trap.  
Foresthill needs to offer recreational events depictoned to its historical image.  
Foresthill monopoly must end or all but a few will loose.
- The Plan team should attempt, to the maximum extent practicable, to fulfill aesthetic, environmental and economic goals of Divide residents, so long as such fulfillment doesn't result in loss of those qualities which make living on the Divide unique and distinct from Auburn or "flatland" urbanization.
- As you drive around the Foresthill area, especially around downtown, the first thing you notice are the rundown homes and properties. Get some ordinances passed in regards to yard cars, garbage piled up, etc. Also get a code officer from the Sheriff's Dept. to enforce them. There is a need for MORE law enforcement on the divide. This should not be a place for the criminal element to come and hide out. More officers!
- It seems to me that you have covered every area with exception of paving very poor roads which are dirt, dust and full of ruts and holes. The property owner

should and would be willing to share in this cost. This would also give better emergency access, especially during winter.

- Animal Control. Many people have been attracted to Foresthill/ Todd Valley because of it's quietness. There seems to be a MAJOR increase in "barking" dogs around the Nugget Lane area. I don't know if people leave their dogs tied-up and outside while they are gone to work, or if they just let them bark. I believe it to be the latter, as they bark on weekends, all day, as well as during the week and into the evening.  
Frankly - if something isn't done, there will be a rash of law suits for disturbing the peace.  
Please pass this on to the powers that be.
- There is a great need in Foresthill for more affordable housing for both young and old. This can only be done by subdivisions or planned units of small lot size. They also contribute to easier fire protection, police protection, easier road maintenance and cheaper utility installation. School and school transportation problems could be eased and made cheaper by such projects particularly during the development of larger land parcels.
- If the town is to support more people, we need more jobs here. We also need things for children (especially teenagers) to do, also jobs for teens. Foresthill Road is already dangerous with the people and teenagers that drive it. What will happen when more people and teens are on the road? As for low income housing, why have it here when there is no work here? This would only promote more crime and dumpy looking areas. Look at all the problems with the apartment complex next to the park now. Put low income housing where the work is.
- There is a current timber harvesting plan in motion #2-93-327-PLA. These same people have blocked a fire road (which should be open) on Ebberts Rd. We now have one way road out for 11 households. It would be expedient to stop anymore clear cutting of our trees by people who do not even live here. They cut down all the trees and burn them. This should not be allowed. They are planning to do the same thing right behind all of our homes. They should be stopped also. Downtown Foresthill area should be more aesthetic especially the house with all the old cars and yard sale stuff around it. It is an eyesore. They should be made to move it to the back of and hide it behind a fence. The people - Glover's have also changed all of our boundary lines. We still have original lot map and it keeps changing little by little. How can the county allow them to steal land? Tree by tree just for greed. Soon we should rename this place "City" hill so many trees have been removed it is disgusting. Preserve our community. Save the trees.

- Requirements for development of roads should be strictly adherent to preface the development project by widening Thomas street. The more was not built in compliance with regulations. Planning Commission should be taken to task for allowing this.
- I am an out of town property owner and am not familiar with a lot of these issues or needs.
- Foresthill is a beautiful place that makes me feel close to nature animals and people without either one invading over the other. A balance should be maintained to save the Foresthill beauty. A growth is always profitable but not always the best. I feel very strongly in the prevention of Foresthill as is today -- a lot of changes may need to take place such as a high school for the families but common everyday needs are already there, we don't need more buildings to take over Foresthill small town feelings.
- During the dark hours automobiles driving on Foresthill Rd. when headlights are on there is an undue percentage of cars that have faulty headlights and or tail lights. The large number of cars with defects have one high beam on while the other light is either barely visible or not visible at all.
- If there is a major fire we will be unable to get off the Divide - especially with 14,000 people. If we have 14,000 people there will be a traffic jam at "rush hours". Foresthill Rd. cannot handle it.
- Underground utilities on all new developments including cable and digital access lines. Surcharge on all new developments to defray additional load and use of existing community facilities and services. Sewer lines in all new roads for future use. Organize volunteer disaster relief teams of residents in close proximity cell size about 50 homes with radio contact to emergency services center. Prepare a long range plan for traffic circulation AROUND Foresthill downtown; establish zoning; acquire right-of-ways.
- I bought my property over 20 years ago at the time I wanted to build on it. I chose the property because of the non-commercial element. It is such a contrast to Reno, NV where I have lived all my life. I answered the questions I could, but I feel most of them should be left to people residing there. I visit Foresthill once a year and feel it is still a great community to live in.
- We bought 2 acres in Todd Valley Estates eleven years ago as an investment. No plans to build or live there. We cleared the brush to cut down fire hazard and be considerate of our neighbors homes and safety. I could not honestly answer this survey.

- We do not feel adequately equipped to address the forementioned questions. Even though we own a lot in Foresthill we have no plans for living there in the future.
- A concern we have is the present zoning of our lot on Foresthill Rd. Our 2-acre lot is across from the Foresthill Middle School with a RM-6 (multiple residential zoning). The property adjacent to the school has similar zoning and commercial thereafter all the way to town. The adjacent lot to the east of us is a church with the same zoning as ours, RF-B-43 (residential - forestry, minimum 1 acre), and next to the church is RS-B-20 (residential, minimum 1/2 acre), and thereafter commercial into the main part of town.

The church next door to us has one building surrounded by a large parking area. Unfortunately, a boundary problem, not caused by us, has brought church's expansion of their parking lot within 30 feet of our house causing complete loss of privacy for our property.

Our property at the present is more appropriate for and has the appeal of a commercial or multi-residential zoning than a single family residence. We have nearly 250 feet of Foresthill Rd. frontage. When the church puts their property up for sale again, more than likely, another church or business will move in.

In view of the above information and in conformity with the surrounding use and zoning of the neighboring properties, we ask that our property's zoning be changed. We feel, with the new zoning, lost value and potential will be restored. This change will create more space for necessary businesses and services for Foresthill along the main road.

A second concern we have is the issuance of use permits. To minimize the adverse impact of a property with a use-permit to adjacent property owners, we suggest certain minimum requirements be made of such an enterprise to alleviate the adverse impact born upon adjacent property owners. For example, require a privacy fence to create a visual separation, pave large parking areas, create certain minimum set backs for these parking areas, make these areas green belts, do not allow removal of existing trees. These and other requirements will at least minimize the created inconveniences such as noise, dust, bright headlights, etc.

- Difficult if not next to impossible to answer some of these questions to my not living in the area. I live in Anaheim and work in the LA area. I have relatives that visit once a year in the Todd Valley Subdivision. I also own a parcel of land in that same subdivision. The Foresthill Divide represents "country". It would be a shame to further spoil by roads, population, etc. that which nature has provided.

- We are a family with two small children, with median income and concerned for our children's environment, particularly with educational and safety issues. We seek our future in the Foresthill area because of its beauty, "down home, friendly" atmosphere. We would like to see the quaintness of the historic, even artistic quality remain in the area. Although we are on Foresthill Road, on the border of the Todd Valley area, we appreciate the natural feel of the area. However, we would like to see safe and well-lit walkways and bike trails along Foresthill Road so there would be safe access to the elementary schools, and future high school, ESPECIALLY for the children in the community. The streets are absolutely dangerous for children. There should be additional cross walks with crossing guards at designated areas at open and close of school times, as well as strictly and consistently enforced speed limits, especially at the outskirts of the town.

We understand that there will be a high school built in the near future at the site of the old mill. That is particularly attractive to us, as we understand that the educational system includes a large parent and community participation, which is the main reason why we chose to raise our family at this location. With the high school should come after-school activities for children to offer them alternative interests other than crime.

It would be nice to receive cable, and possibly a sewer system other than septic, but with respect to all of the above, we feel that the area should remain small and not change too dramatically unless the historic and artistic qualities are brought out. Keep it as beautiful as it is. We choose to live in a less developed area, small, clean and safe for our children. Living a simpler life is important to us, we want to get "un-citified".

If we can attract tourism with the parks, boutiques, arts and crafts and historic tours, etc., we could possibly generate income for Foresthill and support the above projects in that way, rather than raise property taxes. Whatever happened to the dam situation?

- We and everyone to whom we have spoken purchased Foresthill property for the purposes of retirement or relaxation. The area should be preserved as is, not converted to just another "commuter's community".
- The potential development of the Pomfret property gives the ideal vehicle for bringing new life to and support to the community of Foresthill.
- I am not a resident of the Foresthill Divide but have owned property on the Divide for the past 18 years. I plan on building on my property in the future. I am not anti-growth, but I am anti-large development and massive growth that sacrifices

all other considerations for the purpose of economic gain for a few, while many more residents and homeowners are left to suffer a reduced quality of life which they sought in a rural community to begin with. I believe that if the natural and historic assets of the Divide are preserved and enhanced, and held as a high priority, answers to the Divide's other needs are available that will work with, not against, that priority. I would hazard a guess that the majority of the people on the Divide have either moved to the Divide to get out of an urban/suburbanized lifestyle, or are life-long residents who have chosen to remain and not live in an urban/suburbanized community. I believe this should be considered as the guiding principle for the Foresthill Divide Community Plan.

- A golf course is important to my future plans, between Todd Valley Est. and Foresthill. I presently visit the area 2 to 4 times a year - It sure is growing.
- Although I own property in Todd Valley Estates it is difficult to respond to some of the questions as I don't live in the area. I would like to see minimal growth and preservation of the natural beauty of the area, eg. trees, landscape, etc. Obviously, I might feel differently if I were in business or an active community member.
- The possibilities for developing downtown Foresthill are endless. There must be a committee that can look at Foresthill development as the best for everyone not just those that are only interested in their own self gain. At present there is entirely too much division among the people in Foresthill.
- Include equestrian in trails regarding traffic and circulation. We would like to see more businesses in Foresthill. We would not like to see them "attracted" by artificial means.
- Contract with free enterprise, private contractor for cemetery. Need planned development units for retired persons and young persons raising families.
- The Community Plan should have as one of its primary focuses maintaining and enhancing the historical buildings of the Divide, particularly in Downtown Foresthill.
- Foresthill is a beautiful, yet unspoiled, well-located place. I don't live there - yet I have a vision for its future. By virtue of limited access, it is strictly a destination community yet there is not much there - yet. An expensive, long term project should be improvement of the road out to Soda Springs; perhaps a road out to Interstate 80 or Highway 50.



The climate, topo and regional location provides many choices: retirement community (improve health/commercial/recreational facilities); tourist community (must achieve higher landscape/visual standards, must attract arts/crafts vendors, must improve access - a good "loop" road system at least so Foresthill is not a "dead-end;") specialized farm community (has anyone really explored specialized ag. besides conifers?); bedroom community (poorest choice - let's avoid Auburn gets the money - Foresthill gets the headaches, but who wouldn't want to live there?).

- The Pomfret Property development is very important to the future of Foresthill.
- Probably one of the most pressing needs is the development of an arterial road master plan. Second, is the encouragement of clean, light industrial manufacturing to develop job formation here on the Divide.

Foresthill has the greatest recreation potential closest to a metropolitan area. Its road system is very limiting, and its advertising nil. A major destination resort, a first class RV park, more campgrounds, more trails and well marked trail heads leading to its wilderness scenic areas, more mountain bike trails, and a visitor center should be provided in the new general plan. Foresthill Road and Mosquito Ridge Road should be connected through the Duncan Peak-Robinson Flat Road and vastly improved and paved to provide improved circulation to the scenic back country. Similarly, Chipmunk Ridge Road, French Meadows to Hell Hole, should be brought up to standard. The Foresthill Divide, a place of many scenic wonders, has been kept secret far too long. Also, possibly improve the segment of Soda Springs Road to French Meadows.

The development of more winter sports areas, at and above China Wall, with roads cleared of snow is a priority. Why travel I-80 and contend with distance and traffic over the summit when winter sports activities could be accommodated here at a much short distance, and less snow removal, to the economic benefit of the immediate area. The Divide needs an area or areas where a winter festival could be accommodated, such as cross country skiing, snow mobiling, sled dog racing, etc.

Provision should be made for a Native American Culture Center, a living history site, to celebrate their heritage long before the 49'ers. Perhaps an adjacent Gold Rush Culture Center, also a living history site, to model the clash of cultures and bring to life the important history of the Divide, should be provided.

The commercial area should have an old town theme that characterizes our history. Foresthill Road should have an archway entrance over the road near the Raley's/McDonald's parking lots that says "Gateway to the Golden Sierra."

New developments should build toward Auburn first, before extending above town. Additional future school sites should be determined and included in the general plan.

Home businesses and telecommuting should be encouraged by less restrictive zoning and related simplified minimal regulation.

- Small communities get controlled and overpulled and manipulated by State & County regulation who only view their political agenda and miss the local picture. It is ever so hard to get accustomed to the ideas that once governed small American towns. A town mayor for example should publicly serve for the best interest of his constituency but yet has the authority to set into motion the plan that will make him and his town look great. All should be involved in the process of the direction a community heads, but it ought to be governed locally by a trusted body and not an outsider. I oppose Placer, and California, or the Placer School District for the matter telling citizens who live here how they would have to bow this way or that to live at peace with the world. My bible tells me that when "a man's" ways are pleasing to the lord, even his enemies will live in peace with him (Proverb 16:7) We've missed this and strive because we've sent God away from our land and our conscientious objective life, liberty, and pursuit of happiness. Organizations under contracts of governing regulators seek to harbor people groups to urge them to think dependently towards the State and not towards their maker and/or themselves. This is a problem, there are no simple solutions, but I've seen community after community over run by bureaucratic rhetoricists and nothing simply nothing ever gets achieved. Let it not be said of us.
- Thank you for this opportunity to express our ideas on the General Plan and on the excess of government control over private property.

First, we are totally against the idea of having one's neighbors dictate the use of a particular property. Please think on this: When an individual or a group of folks adjacent to a property are allowed to direct its future use, **PURE SELFISHNESS RULES THE DAY!** This is perfectly natural but rough on the owner involved. He has invested in the property, paid lots of taxes, perhaps some expensive improvements, sometimes lots of work, etc., then must share the direction of his property's use with an adjacent or nearby owner who "demands his view remain unchanged," or whatever.

This "canine in the manger" concept is quite general. Many, perhaps most of the land-owners would like to install a fence around their area, post a guard at the gate and maybe even have a Customs Service. I have neighbors who purchased their one or 2.3 acre lots and then try to control and/or use the surrounding hundred acres.

As I remember, the Constitution doesn't address this "no growth and to hell with what it may cost you" idea.

I think too many of an owner's 'bundle of rights' have been taken by the County, the State, and the Federal governments-- without JUST COMPENSATION. But, at least these entities offer some degree of impersonal and 'level playing field', unlike having neighbors influence one's assets for their own ends.

What would be like to see? Simply, that County rules and tenets be written down, in detail, and then adhered to--as much as possible. Our feeling now is that decisions are made based on how much uproar is anticipated, or how the decision-maker feels at that particular moment. We feel that the only fair way to govern the use of property is to assure each purchaser of a property is given a document outlining the use of his property and that this should remain until title changes. If the "general good" should lead to necessary changes in the use of an owner's land, then an independent appraiser should establish the new value and the owner should be compensated for any devaluation. Come on now, isn't that FAIR?

- The traffic laws and speed limits need better enforcement especially drunk driving. Not enough enforcement on drugs and the dealers. We know who they are and so does the Sheriff Department, but they let them remain free. The \$25.00 assessment fee per parcel for water they charge to residents who are not serviced (eg. Yankee Jims).
- The County Planning and Building Departments need to use some sense! Stop treating Foresthill like a back street and give us a break! They send welfare people here regularly! Also they need to examine codes as all codes do not apply here as in the Valley - The PUD needs to stop their thinking of new builders needing to replace the whole water system - We would have something at the upper mill site if it wasn't for the PUD's ideas - They, both County and water district really discourage development here.
- I filled this questionnaire out because I will live on the Foresthill Divide in about 5 years and therefore am very interested in its future. I would prefer that the rural look and feel of the area be retained but would like to have a few more business establishments to make shopping easier. However major shopping should be done off the Divide.
- As a new resident in Foresthill I would like to see the town cleaned up with strict zoning requirements as to exterior of houses to portray a historic feeling with no huge buildings -- 3 story or modern edifices. Flowers and trees would add a great deal of charm to the town with business hours coinciding: i.e open wednesday through Saturday 10: am to 7 pm. All business closed Sunday,

Monday, Tuesday. Residents would soon learn to shop Wed, Thursdays, Friday and Saturdays. Would also be flexible hours for holidays that fall on a Monday.

- Since we do not live on Foresthill Divide, we can not answer some of the questions intelligently.
- You have clean air, water, and good land that could attract a major retirement community developer. The retirement home business will boom in the next 20 years! The support systems of such a development (medical, financial, etc.) would make Foresthill a wealthy community that could then have the resources to protect the environment and create an upscale "Old Town" appeal in Foresthill (much like Nevada City has experienced in the last 30 years). Think what a "Rossmoor" would do for the Foresthill Divide! With little impact on schools and the environment. Wastewater technology has developed to the point that all water could be recycled!
- Foresthill needs to maintain its rural flavor while encouraging some growth in the community. This will provide a sustainable economy.
- Foresthill was known and still is as a drug area. Warrant for your arrest hide out in safe area. How many dead bodies or injured people dropped off on the Foresthill Rd. area and Cool highway? This is an issue of where are more Sheriff's. Who goes to Iowa Hill area to live: One Sheriff won't go in by himself.  
Bring in your own logging mill and make our own wood products support the local job by creating what their is to use. A high school. We have three boys 15-13-10 that is a big issue. No city water or sewage in Todd Valley. When and how long? The traffic on Foresthill Rd. has really improved but still not nearly enough. Over 100 turns were there in '85. We travel up there over 40+ a year sometimes more. We love the area. Pine Beetle - demand each owner (BLM ECT) take out threes within three months.
- I am the 4th generation, my children the 5th, my grandchildren the 6th, with roots I Foresthill. I own 20+ acres there. As does my brother who lives there full time with his family. The reason I am not living on my property now, and the only reason, is the lack of good medical services and this includes Auburn. Both of my sons would be living there accepting the commute but because of the sub-standard, inconvenient, medical situation...It took 911 3 days to respond to my parents call for medical help.
- I would like to see more diversity in land uses. In order to bring more recreational dollars to the area, seasonal activities like cross country skiing & snow mobiling should be encouraged to accomplish this.

- My answers may be uninformed about the actual needs of the community since I do not reside in Foresthill. I may build in the next few years, so I answered according to my own thoughts and the use I have made of the area over the last 25 years. I used the area with my family as a retreat and recreational area. I am concerned about the building codes which are the same as Tahoe. Could it not be adapted depending on the snow load of the Foresthill area? This was a complaint of one of my neighbors when they built their house 5 or 6 years ago. I appreciate the concern for proper planning and for the protection of the environment. Thank you for this good survey.
- The Divide is a beautiful area but it is difficult to enjoy much of it without a motor vehicle. Walking, bicycle and horse trails in an integrated system should be developed and featured as an attraction to be enjoyed in this area. OHV's should be severely restricted or eliminated because of the noise destruction and danger to others who are trying to enjoy this wonderful, quiet area. Motor vehicle usage can be greatly reduced with the availability of a good trail system. A peaceful quiet can enrich the quality of life in the whole community.
- I really don't think this questionnaire applies to my son or me as a trustee. My son is totally disabled with multiple sclerosis and lives in West Sacramento. He bought the property before he became disabled and had hoped to build on his lot. I live in Carmichael. I like Foresthill just the way it is. I would hate to see it become another Roseville, Folsom, or Auburn, for that matter. Why does it have to be developed? Leave it the way it is for those of us who enjoy a fresh breath of air in wide open spaces. Leave the congestion where it is in Sacramento County and south Placer County.

When we moved to Carmichael 39 years ago Fair Oaks Boulevard was a two-lane country road. Today it is a four lane freeway anytime day or night. Is that what you want the Foresthill Rd. to become?

- Foresthill has a unique environment. Because of its remoteness and terrain, the town does not present the same feel that most other communities in California. The mountains, valleys, forests, and views make it a special place in the state. Development should be supported, but not permitted at the expense of what makes it unique. Among the significant items that I can recommend to you are the following:
  - Keep the housing density low. This one factor will help the area retain its character more than any other action. The other items listed are also largely dependent on this one critical variable. I have defined low density as 2½ acre minimum lots but would go even larger in many areas.

- Do not let developers/builders construct multiple homes or structures that have an identical appearance. There are innumerable communities in the state that all have stucco walls and tile roofs. They have no character, no charm, nothing that would make a visitor comment positively on the architecture. Places like San Francisco and downtown Davis show how a variety of architectural styles can add an invaluable benefit to a community.
- Maintain enough space around every home to allow the native animals space to co-exist with us. This can only be done with a decent lot size. While I don't expect all of the areas current animals to co-exist peacefully in a developed area, many of them could adapt easily if they were given space to avoid daily contact.
- Do not allow the woods to be cleared wholesale for development. It is the mature woods that give the land its character and this should be maintained.
- Insist that horse trails be designed into all developments. The area is ideal for outdoor recreation and the trails can be used for horses in the summer and cross country skiers in the winter. This would be another feature that would make the area unique and attract a special type of resident.
- Keep the town architecture "rustic" but not cheap.
- Ban all of the handcrafted, cheap looking signs that are appearing in town. They project a decidedly "hick" appearance.
- Complete Foresthill Road in the eastward direction so it joins Highway 80. This will increase the recreational access for our residents.
- And last, but not least, please install more passing lanes along Foresthill Road going from Foresthill to Auburn. We have a generous complement coming into town, but the current arrangement going west is totally unacceptable.
- We are currently unable to access our property due to a lack of recorded access and pending approval of the Auburn Dam project.
- Do not infringe upon the rights of owners of timber production zoned lands. The forest practices act that governs California forest land is the toughest in the U.S.A. We do not need any more restrictions or regulations imposed on the county level. I grew up on the Foresthill Divide and feel that the small town character needs to be retrieved. Fire is a serious threat and all new and existing developments need to be fire proofed by design. The current housing developments (ie, Todds

Valley) is a disaster waiting to happen. These rural subdivisions are also very disruptive to wildlife populations. Quit building in the scrub brush wildlands.

- Daily public transportation does not exist in Foresthill. It is becoming an absolute necessity, particularly because of laws like SMOG check two. This law will take a lot of cars way from people who don't have the means to keep their vehicles up to smog standards. How do they get to work? This also applies to someone who lost his drivers license by a D.U.I . Don't get me wrong, these laws are good, but people still need to get to work and the grocery store. This country is not designed with a grocery store on every corner.

I advocate no growth for the Foresthill community.

I advocate the expansion of recreations activities for children. Some examples would be a skate park, public basketball court, volleyball courts, shooting range, ??? range, ??? club, computer club, astronomy club etc.

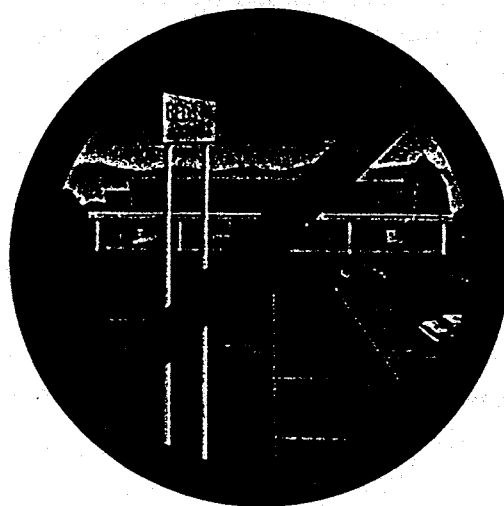
The drug activity appears to be quite extensive in this community. The children need alternative activities.

1391

Ground Prasad  
20731 Birchwood Dr.  
Fosterhill, CA 95031-8683

# Home From Nowhere

by JAMES HOWARD KUNSTLER



*Can the momentum of sprawl be halted? America's zoning laws, intended to control the baneful effects of industry, have mutated, in the view of one architecture critic, into a system that corrodes civic life, outlaws the human scale, defeats tradition and authenticity, and confounds our yearning for an everyday environment worthy of our affection*

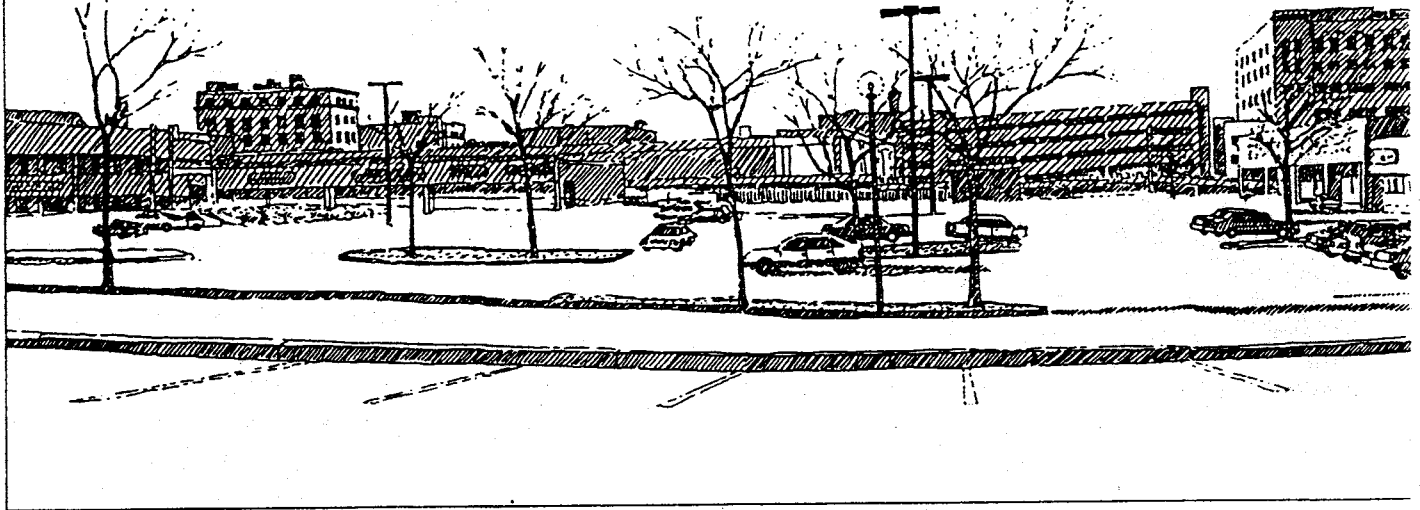
**A**MERICANS sense that something is wrong with the places where we live and work and go about our daily business. We hear this unhappiness expressed in phrases like "no sense of place" and "the loss of community." We drive up and down the gruesome, tragic suburban boulevards of commerce, and we're overwhelmed at the fantastic, awesome, stupefying ugliness of absolutely everything in sight—the fry pits, the big-box stores, the office units, the lube joints, the carpet warehouses, the parking lagoons, the jive plastic townhouse clusters, the uproar of signs, the highway itself clogged with cars—as though the whole thing had been designed by some diabolical force bent on making human beings miserable. And naturally, this experience can make us feel glum about the nature and future of our civilization.

When we drive around and look at all this cartoon architecture and other junk that we've smeared all over the land-

scape, we register it as ugliness. This ugliness is the surface expression of deeper problems—problems that relate to the issue of our national character. The highway strip is not just a sequence of eyesores. The pattern it represents is also economically catastrophic, an environmental calamity, socially devastating, and spiritually degrading.

It is no small irony that during the period of America's greatest prosperity, in the decades following the Second World War, we put up almost nothing but the cheapest possible buildings, particularly civic buildings. Compare any richly embellished firehouse or post office built in 1904 with its dreary concrete-box counterpart today. Compare the home of a small-town bank president of the 1890s, with its massive masonry walls and complex roof articulation, with the flimsy home of a 1990s business leader, made of two-by-fours, Sheetrock, and fake fanlight windows. When we were a far less wealthy nation, we built things with the expectation that





they would endure. To throw away money (painfully acquired) and effort (painfully expended) on something certain to fall apart in thirty years would have seemed immoral, if not insane, in our great-grandparents' day.

The buildings our predecessors constructed paid homage to history in their design, including elegant solutions to age-old problems posed by the cycles of weather and light, and they paid respect to the future in the sheer expectation that they would endure through the lifetimes of the people who built them. They therefore embodied a sense of chronological connectivity, one of the fundamental patterns of the universe: an understanding that time is a defining dimension of existence—particularly the existence of living things, such as human beings, who miraculously pass into life and then inevitably pass out of it.

Chronological connectivity lends meaning and dignity to our little lives. It charges the present with a vivid validation of our own aliveness. It puts us in touch with the ages and with the eternities, suggesting that we are part of a larger and more significant organism. It even suggests that the larger organism we are part of *cares* about us, and that, in turn, we should respect ourselves and our fellow creatures and all those who will follow us in time, as those preceding us respected those who followed them. In short, chronological connectivity puts us in touch with the holy. It is at once humbling and exhilarating. I say this as someone who has never followed any formal religious practice. Connection with the past and the future is a pathway that charms us in the direction of sanity and grace.

The antithesis to this can be seen in the way we have built things since 1945. We reject the past and the future, and this repudiation is manifest in our graceless constructions. Our residential, commercial, and civic buildings are constructed with the fully conscious expectation that they will disinte-

grate in a few decades. This condition even has a name: "design life." Strip malls and elementary schools have short design lives. They are expected to fall apart in less than fifty years. Since these things are not expected to speak to any era but our own, we seem unwilling to put money or effort into their embellishment. Nor do we care about traditional solutions to the problems of weather and light, because we have technology to mitigate these problems—namely, central heating and electricity. Thus in many new office buildings the windows don't open. In especially bad buildings, like the average Wal-Mart, windows are dispensed with nearly altogether. This process of disconnection from the past and the future, and from the organic patterns of weather and light, done for the sake of expedience, ends up diminishing us spiritually, impoverishing us socially, and degrading the aggregate set of cultural patterns that we call civilization.

### Destroying the Grand Union Hotel

**T**HE everyday environments of our time, the places where we live and work, are composed of dead patterns. These environments infect the patterns around them with disease and ultimately with contagious deadness, and deaden us in the process. The patterns that emerge fail to draw us in, fail to invite us to participate in the connectivity of the world. They frustrate our innate biological and psychological needs—for instance, our phototropic inclination to seek natural daylight, our need to feel protected, our need to keep a destination in sight as we move about town. They violate human scale. They are devoid of charm.

Our streets used to be charming and beautiful. The public realm of the street was understood to function as an outdoor room. Like any room, it required walls to define the essential



*The one-story buildings of a strip mall, remote behind their vast parking lots, do a poor job of defining public space*

void of the room itself. Where I live, Saratoga Springs, New York, a magnificent building called the Grand Union Hotel once existed. Said to have been the largest hotel in the world in the late nineteenth century, it occupied a six-acre site in the heart of town. The hotel consisted of a set of narrow buildings that lined the outside of an unusually large superblock. Inside the block was a semi-public parklike courtyard. The street sides of the hotel incorporated a gigantic verandah twenty feet deep, with a roof that was three stories high and supported by columns. This façade functioned as a marvelous street wall, active and permeable. The hotel's size (a central cupola reached seven stories) was appropriate to the scale of the town's main street, called Broadway. For much of the year the verandah was filled with people sitting perhaps eight feet above the sidewalk grade, talking to one another while they watched the pageant of life on the street. These verandah-sitters were protected from the weather by the roof, and protected from the sun by elm trees along the sidewalk. The orderly rows of elms performed an additional architectural function. The trunks were straight and round, like columns, reiterating and reinforcing the pattern of the hotel façade, while the crowns formed a vaulted canopy over the sidewalk, pleasantly filtering the sunlight for pedestrians

as well as hotel patrons. All these patterns worked to enhance the lives of everybody in town—a common laborer on his way home as well as a railroad millionaire rocking on the verandah. In doing so, they supported civic life as a general proposition. They nourished our civilization.

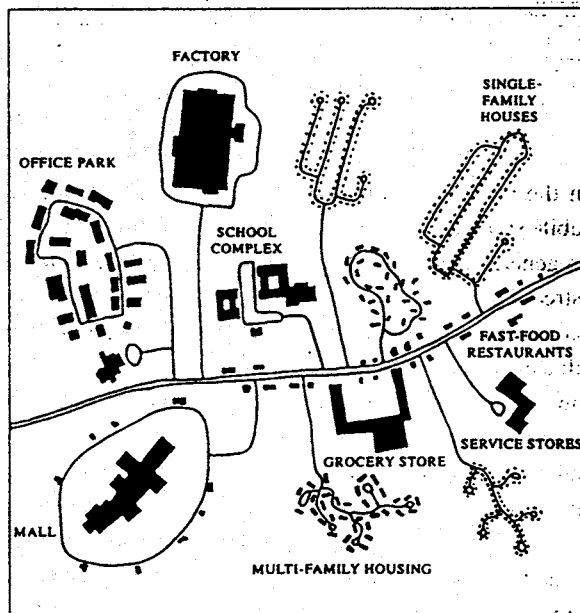
When I say that the façade of the Grand Union Hotel was permeable, I mean that the building contained activities that attracted people inside, and had a number of suitably embellished entrances that allowed people to pass in and out of the building gracefully and enjoyably. Underneath the verandah, half a story below the sidewalk grade, a number of shops operated, selling cigars, newspapers, clothing, and other goods. Thus the street wall was permeable at more than one level and had a multiplicity of uses.

The courtyard park that occupied the inside of the six-acre block had winding gravel paths lined with benches among more towering elm trees. It was a tranquil place of repose—though sometimes band concerts and balls were held there. Any reasonably attired person could walk in off the street, pass through the hotel lobby, and enjoy the interior park. This courtyard had even-more-overt characteristics of a big outdoor room than the street did. It was much more enclosed. Like the street façade, the courtyard façade featured a broad, permeable verandah with a high roof. The verandah functioned as a mediating zone between the outdoor world and the world of the hotel's interior, with its many public, semi-public, and private rooms. One passed from public to private in a logical sequence, and the transition was eased at each stage by conscious embellishment. The order of things was, by nature, more formal than what we are accustomed to in our sloppy, clownish, informal age. The layers of inter-

intersecting patterns at work in this place were extraordinarily rich. The patterns had a quality of great aliveness, meaning they worked wonderfully as an ensemble, each pattern doing its job while it supported and reinforced the other patterns. The hotel was therefore a place of spectacular charm.

It was demolished in 1953. Although nothing lasts forever, it was tragic that this magnificent building was destroyed less than a hundred years after it was completed. In 1953 America stood at the brink of the greatest building spree in world history, and the very qualities that had made the Grand Union Hotel so wonderful were antithetical to all

#### SEPARATION CAUSED BY ZONING CODES



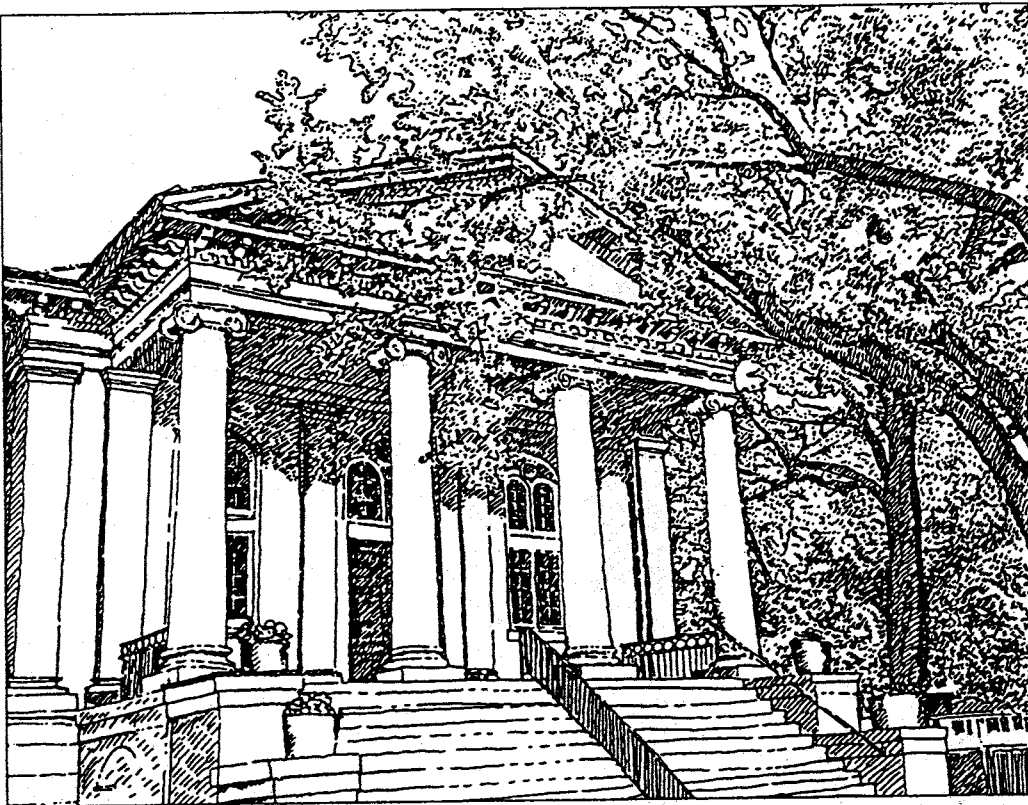
the new stuff that America was about to build. The town demolished it with a kind of mad glee. What replaced the hotel was a strip mall anchored by, of all things, a Grand Union supermarket. This shopping plaza was prototypical for its time. Tens of thousands of strip malls like it have been built all over America since then. It is in every one of its details a perfect piece of junk. It is the anti-place.

What had been the heart and soul of the town was now converted into a kind of mini-Outer Mongolia. The strip-mall buildings were set back from Broadway 150 feet, and a parking lot filled the gap. The street and the buildings commenced a nonrelationship. Since the new buildings were one story high, their scale bore no relation to the scale of the town's most important street. They failed to create a street wall. The perception that the street functioned as an outdoor

simply throw away the past. The owners of the supermarket that anchored the mall didn't live in town. They didn't care what effect their design considerations had on the town. They certainly didn't care about the town's past, and their interest in the town's future had largely to do with technicalities of selling dog food and soap flakes.

What has happened to the interrelation of healthy, living patterns of human ecology in the town where I live has happened all over the country. Almost everywhere the larger patterns are in such a sorry state that the details seem irrelevant. When Saratoga Springs invested tens of thousands of dollars in Victorian-style streetlamps in an effort to create instant charm, the gesture seemed pathetic, because the larger design failures were ignored. It is hard to overstate how ridiculous these lampposts look in the context of our deso-

CATHERINE JOHNSON



*Public buildings deserve architectural embellishment in order to express the dignity of the institutions they house and to honor the public realm of the street. They also deserve important sites*

room was lost. The space between the buildings and the street now had one function: automobile storage. The street, and consequently the public realm in general, was degraded by the design of the mall. As the street's importance as a public place declined, townspeople ceased to care what happened in it. If it became jammed with cars, so much the better, because individual cars were now understood to be not merely personal transportation but personal home-delivery vehicles, enabling customers to haul away enormous volumes of merchandise very efficiently, at no cost to the merchandiser—which was a great boon for business. That is why the citizens of Saratoga Springs in 1953 were willing to sacrifice the town's most magnificent building. We could

late streets and the cheap, inappropriate new buildings amid their parking lots in what remains of our downtown. The lamppost scheme was like putting Band-Aids on someone who had tripped and fallen on his chainsaw.

The one-story-high Grand Union strip-mall building must be understood as a pattern in itself, a dead one, which infects surrounding town tissue with its deadness. Putting up one-story commercial buildings eliminated a large number of live bodies downtown, and undermined the vitality of the town. One-story mall buildings became ubiquitous across the United States after the war, a predictable byproduct of the zoning zeitgeist that deemed shopping and apartment living to be unsuitable neighbors.

## What's Wrong With This Picture?

The town below seems like a pleasant place to live. What follows are regulatory obstacles that the building of such a town today might encounter—a composite from communities across the country.

### The Violations:

1. Stores too convenient for local residents. Newly erected commercial buildings must often be in a zone separate from resi-

dential areas, and thus accessible to most people only by car.

2. Arboreal interference. Traffic departments in many cases deem curbside trees hazardous to motorists.

3. No parallel parking allowed. The preference has shifted to off-street lots and driveways.

4. Not enough parking. Typically, three to five parking spaces are required per 1,000 square feet of commercial space. Many commercial buildings today may not be more than one story high because they don't have enough parking space to be taller.

5. Houses too close together. These structures violate minimum side-setback requirements. In many residential areas there must be at least twenty feet between dwellings, eliminating the possibility of row houses.

6. House too small. Many newer communities have minimum-square-footage requirements, which effectively dictate that only people of a certain income level may live there.

7. Park too small. New parks must frequently meet a minimum-size test; maintaining one big park is cheaper than maintaining several smaller ones.



8. Sidewalk café not allowed. Restaurants and other vendors may be subject to a variety of sidewalk restrictions.

9. Street too narrow. It must be considered wide enough for large fire trucks to maneuver.

10. School too close to town. Segregated-land-use practices may confine education, religion, and business to distinct zones.

11. Apartments above commercial space. They violate common "single-use" provisions.

12. Sidewalk too narrow. Five feet is a typical requirement.

13. Group housing. In some places there are sharp limits on the number of unrelated people who may live together in a single dwelling unit.

14. Aesthetic deviance. Communities often have regulations governing the size of signs and sometimes even the size and style of the lettering.

15. Too many buildings. In certain zones less than half and sometimes as little as one fifth of the area may be occupied by structures.

16. Cupolas and steeples not allowed. These are frequently ruled out by maximum-height stipulations.

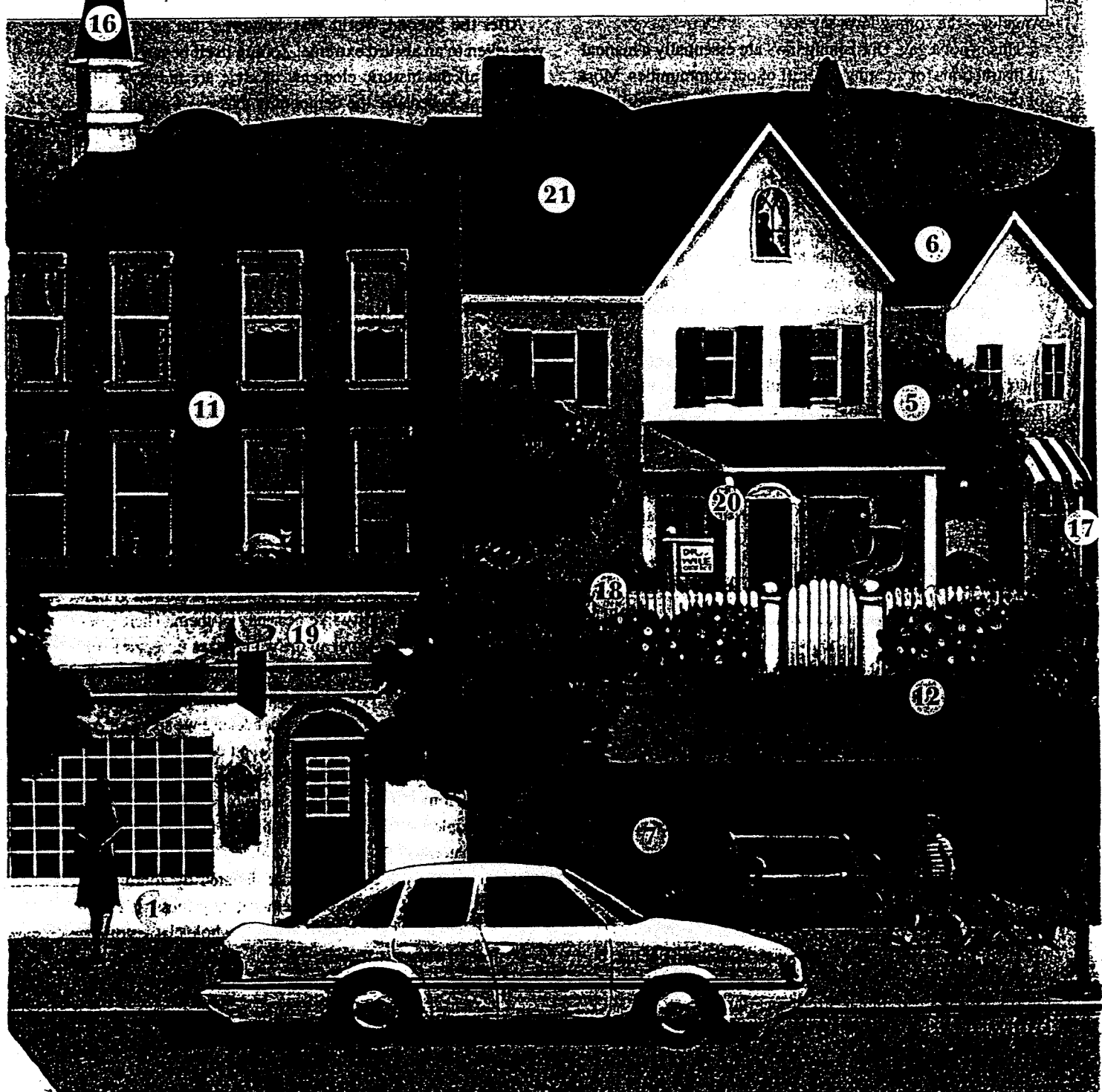
17. No driveway. Individual dwellings may be required to have at least two off-street parking spaces.

18. Illegal fence. Ordinances often cover the permissible size and placement of fences in front yards.

19. No perpendicular signs allowed. Such signs are commonly deemed an intrusion or a menace.

20. Not allowed to run a business out of a house. Doctors, dentists, and gallery owners (and lemonade vendors?) beware.

21. House too close to road. Setback rules bar too-snug relationships between residences and the sidewalk.



## Creating Someplace

**A**LMOST everywhere in the United States laws prohibit building the kinds of places that Americans themselves consider authentic and traditional. Laws prevent the building of places that human beings can feel good in and can afford to live in. Laws forbid us to build places that are worth caring about.

Is Main Street your idea of a nice business district? Sorry, your zoning laws won't let you build it, or even extend it where it already exists. Is Elm Street your idea of a nice place to live—you know, houses with front porches on a tree-lined street? Sorry, Elm Street cannot be assembled under the rules of large-lot zoning and modern traffic engineering. All you can build where I live is another version of Los Angeles—the zoning laws say so.

This is not a gag. Our zoning laws are essentially a manual of instructions for creating the stuff of our communities. Most of these laws have been in place only since the Second World War. For the previous 300-odd years of American history we didn't have zoning laws. We had a popular consensus about the right way to assemble a town or a city. Our best Main Streets and Elm Streets were created not by municipal ordinances but by cultural agreement. Everybody agreed that buildings on Main Street ought to be more than one story tall; that corner groceries were good to have in residential neighborhoods; that streets ought to intersect with other streets to facilitate movement; that sidewalks were necessary, and that orderly rows of trees planted along them made the sidewalks much more pleasant; that roofs should be pitched to shed rain and snow; that doors should be conspicuous, so that one could easily find the entrance to a building; that windows should be vertical, to dignify a house. Everybody agreed that communities needed different kinds of housing to meet the needs of different kinds of families and individuals, and the market was allowed to supply them. Our great-grandparents didn't have to argue endlessly over these matters of civic design. Nor did they have to reinvent civic design every fifty years because no one could remember what had been agreed on.

Everybody agreed that both private and public buildings should be ornamented and embellished to honor the public realm of the street, so town halls, firehouses, banks, and homes were built that today are on the National Register of Historic Places. We can't replicate any of that stuff. Our laws actually forbid it. Want to build a bank in Anytown, USA? Fine. Make sure that it's surrounded by at least an acre of parking, and that it's set back from the street at least seventy-five feet. (Of course, it will be one story.) The instructions for a church or a muffler shop are identical. That's exactly what your laws tell you to build. If you deviate from the template, you will not receive a building permit.

Therefore, if you want to make your community better, begin at once by throwing out your zoning laws. Don't revise

them—get rid of them. Set them on fire if possible and make a public ceremony of it; public ceremony is a great way to announce the birth of a new consensus. While you're at it, throw out your "master plan" too. It's invariably just as bad. Replace these things with a traditional town-planning ordinance that prescribes a more desirable everyday environment.

The practice of zoning started early in the twentieth century, at a time when industry had reached an enormous scale. The noisy, smelly, dirty operations of gigantic factories came to overshadow and oppress all other aspects of city life, and civic authorities decided that they had to be separated from everything else, especially residential neighborhoods. One could say that single-use zoning, as it came to be called, was a reasonable response to the social and economic experiment called industrialism.

After the Second World War, however, that set of ideas was taken to an absurd extreme. Zoning itself began to overshadow all the historic elements of civic art and civic life. For instance, because the democratic masses of people used their cars to shop, and masses of cars required parking lots, shopping was declared an obnoxious industrial activity around which people shouldn't be allowed to live. This tended to destroy age-old physical relationships between shopping and living, as embodied, say, in Main Street.

What zoning produces is suburban sprawl, which must be understood as the product of a particular set of instructions. Its chief characteristics are the strict separation of human activities, mandatory driving to get from one activity to another, and huge supplies of free parking. After all, the basic idea of zoning is that every activity demands a separate zone of its own. For people to live around shopping would be harmful and indecent. Better not even to allow them within walking distance of it. They'll need their cars to haul all that stuff home anyway. While we're at it, let's separate the homes by income gradients. Don't let the \$75,000-a-year families live near the \$200,000-a-year families—they'll bring down property values—and for God's sake don't let a \$25,000-a-year recent college graduate or a \$19,000-a-year widowed grandmother on Social Security live near any of them. There goes the neighborhood! Now put all the workplaces in separate office "parks" or industrial "parks," and make sure nobody can walk to them either. As for public squares, parks, and the like—forget it. We can't afford them, because we spent all our funds paving the four-lane highways and collector roads and parking lots, and laying sewer and water lines out to the housing subdivisions, and hiring traffic cops to regulate the movement of people in their cars going back and forth among these segregated activities.

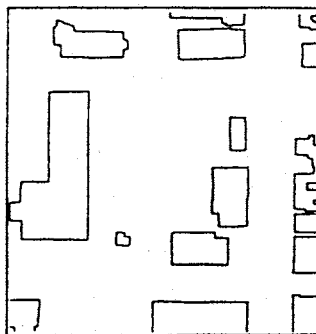
The model of the human habitat dictated by zoning is a formless, soul-less, centerless, demoralizing mess. It bankrupts families and townships. It disables whole classes of decent, normal citizens. It ruins the air we breathe. It corrupts and deadens our spirit.

The construction industry likes it, because it requires stupendous amounts of cement, asphalt, and steel and a lot of heavy equipment and personnel to push all this stuff into place. Car dealers love it. Politicians used to love it, because it produced big short-term profits and short-term revenue gains, but now they're all mixed up about it, because the voters who live in suburban sprawl don't want more of the same built around them—which implies that at some dark level suburban-sprawl dwellers are quite conscious of sprawl's shortcomings. They have a word for it: "growth." They're now against growth. Their lips curl when they utter the word. They sense that new construction is only going to make the place where they live worse. They're convinced that the future is going to be worse than the past. And they're right, because the future has been getting worse throughout their lifetime. Growth means only more traffic, bigger parking lots, and buildings ever bigger and uglier than the monstrosities of the sixties, seventies, and eighties.

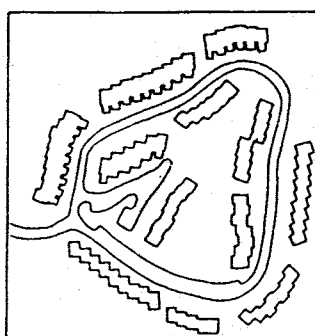
So they become NIMBYS ("not in my back yard") and BANANAS ("build absolutely nothing anywhere near anything"). If they're successful in their NIMBYism, they'll use their town government to torture developers (people who create growth) with layer upon layer of bureaucratic rigmarole, so that only a certified masochist would apply to build something there. Eventually the unwanted growth leapfrogs over them to cheap, vacant rural land farther out, and then all the new commuters in the farther-out suburb choke the NIMBYS' roads anyway, to get to the existing mall in NIMBYville.

Unfortunately, the NIMBYS don't have a better model in mind. They go to better places on holiday weekends—Nantucket, St. Augustine, little New England towns—but they

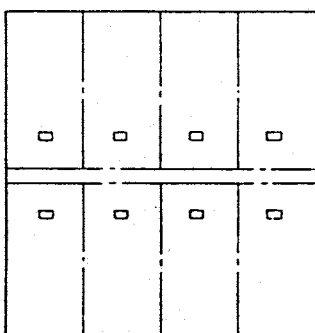
## CURRENT ZONING CODES



Commercial sprawl



Apartment complex

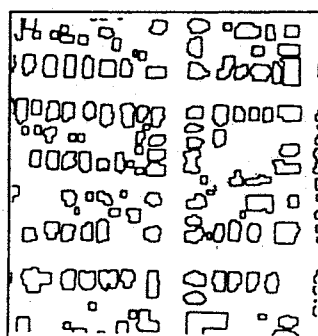


Housing subdivision

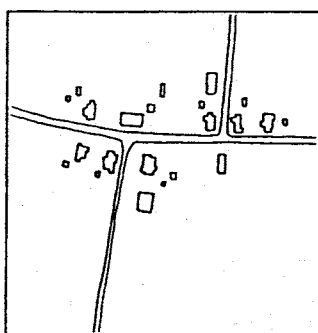
## TRADITIONAL NEIGHBORHOOD DESIGN



City blocks



Small town



Village

think of these places as special exceptions. It never occurs to NIMBY tourists that their own home places could be that good too. *Make Massapequa like Nantucket? Where would I park?* Exactly.

These special places are modeled on a pre-automobile template. They were designed for a human scale and in some respects maintained that way. Such a thing is unimaginable to us today. We must design for the automobile, because... because all our laws and habits tell us we must. Notice that you can get to all these special places in your car. It's just a nuisance to use the car while you're there—so you stash it someplace for the duration of your visit and get around perfectly happily on foot, by bicycle, in a cab, or on public transit. The same is true, by the way, of London, Paris, and Venice.

The future will not allow us to continue using cars the way we've been accustomed to in the unprecedented conditions of the late twentieth century.

So, whether we adore suburbia or not, we're going to have to live differently. Rather than being a tragedy, this is actually an extremely lucky situation, a wonderful opportunity, because we are now free to redesign our everyday world in a way that is going to make all classes of Americans much happier. We do not have to come up with tools and techniques never seen before. The principles of town planning can be found in excellent books written before the Second World War. Three-dimensional models of the kinds of places that can result from these principles exist in the form of historic towns and cities. In fact, after two generations of architectural amnesia, this knowledge has been reinstalled in the brains of professional designers in active practice all over the country, and these designers have already begun to create an alternate model of the human habitat for the twenty-first century.



What's missing is a more widespread consensus—a cultural agreement—in favor of the new model, and the will to go forward with it. Large numbers of ordinary citizens haven't heard the news. They're stuck in old habits and stuck in the psychology of previous investment; political leadership reflects this all over America. NIMBYism is one of the results, a form of hysterical cultural paralysis. *Don't build anything! Don't change anything!* The consensus that exists, therefore, is a consensus of fear, and that is obviously not good enough. We need a consensus of hope.

In the absence of a widespread consensus about how to build a better everyday environment, we'll have to replace the old set of rules with an explicit new set—or, to put it a slightly different way, replace zoning laws with principles of civic art. It will take time for these principles to become second nature again, to become common sense. It may not happen at all, in which case we ought to be very concerned. In the event that this body of ideas gains widespread acceptance, think of all the time and money we'll save! No more endless nights down at the zoning board watching the NIMBYS scream at the mall developers. No more real-estate-related lawsuits. We will have time, instead, to become better people and to enjoy our lives on a planet full of beauty and mystery. Here, then, are some of the things citizens will need to know in order to create a new model for the everyday environment of America.

### The New Urbanism

**T**HE principles apply equally to villages, towns, and cities. Most of them apply even to places of extraordinarily high density, like Manhattan, with added provisions that I will not go into here, in part because special cases like Manhattan are so rare, and in part because I be-

lieve that the scale of even our greatest cities will necessarily have to become smaller in the future, at no loss to their dynamism (London and Paris are plenty dynamic, with few buildings over ten stories high).

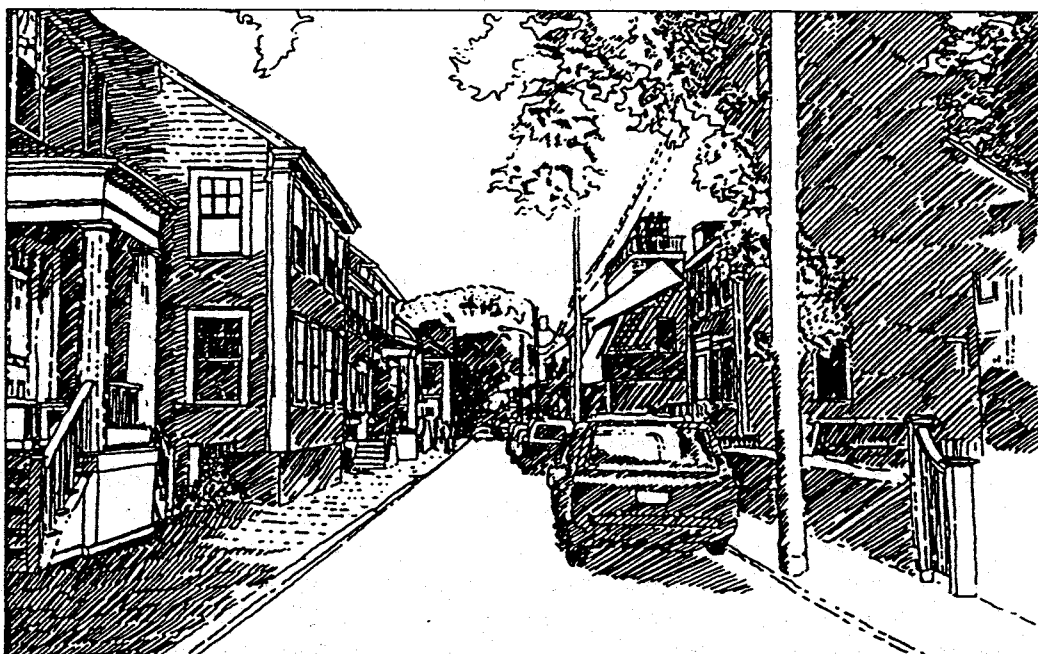
The pattern under discussion here has been called variously neo-traditional planning, traditional neighborhood development, low-density urbanism, transit-oriented development, the new urbanism, and just plain civic art. Its principles produce settings that resemble American towns from prior to the Second World War.

1. The basic unit of planning is the neighborhood. A neighborhood standing alone is a hamlet or village. A cluster of neighborhoods becomes a town. Clusters of a great many neighborhoods become a city. The population of a neighborhood can vary depending on local conditions.

2. The neighborhood is limited in physical size, with well-defined edges and a focused center. The size of a neighborhood is defined as a five-minute walking distance (or a quarter mile) from the edge to the center and a ten-minute walk edge to edge. Human scale is the standard for proportions in buildings and their accessories. Automobiles and other wheeled vehicles are permitted, but they do not take precedence over human needs, including aesthetic needs. The neighborhood contains a public-transit stop.

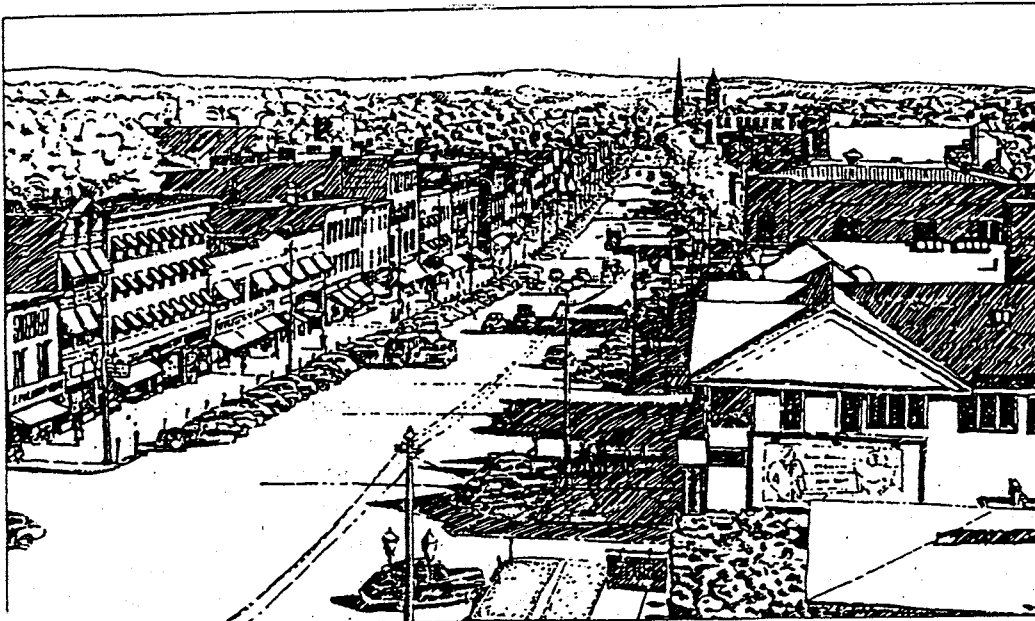
3. The secondary units of planning are corridors and districts. Corridors form the boundaries between neighborhoods, both connecting and defining them. Corridors can incorporate natural features like streams and canyons. They can take the form of parks, nature preserves, travel corridors, railroad lines, or some combination of these. In towns and cities a neighborhood or parts of neighborhoods can compose a district. Districts are made up of streets or ensembles of streets where special activities get preferential treatment.

*Americans pay premium prices to vacation in towns with traditional streets like this one on Nantucket. Trees, fences, railings, walls, lampposts, and front gardens help to scale and shape the civic space*



CATHERINE JOHNSON





*In America the street is the pre-eminent kind of public space and Main Street is the pre-eminent kind of street. Buildings meet the sidewalk edge, forming a wall that gives Main Street the feeling of an outdoor room. People can live and work in the upper stories above the shopping*

The French Quarter of New Orleans is an example of a district. It is a whole neighborhood dedicated to entertainment, in which housing, shops, and offices are also integral. A corridor can also be a district—for instance, a major shopping avenue between adjoining neighborhoods.

4. The neighborhood is emphatically mixed-use and provides housing for people with different incomes. Buildings may be various in function but must be compatible with one another in size and in their relation to the street. The needs of daily life are accessible within the five-minute walk. Commerce is integrated with residential, business, and even manufacturing use, though not necessarily on the same street in a given neighborhood. Apartments are permitted over stores. Forms of housing are mixed, including apartments, duplex and single-family houses, accessory apartments, and outbuildings. (Over time streets will inevitably evolve to become less or more desirable. But attempts to preserve property values by mandating minimum-square-footage requirements, outlawing rental apartments, or formulating other strategies to exclude lower-income residents must be avoided. Even the best streets in the world's best towns can accommodate people of various incomes.)

5. Buildings are disciplined on their lots in order to define public space successfully. The street is understood to be the pre-eminent form of public space, and the buildings that define it are expected to honor and embellish it.

6. The street pattern is conceived as a network in order to create the greatest number of alternative routes from one part of the neighborhood to another. This has the beneficial effect of relieving traffic congestion. The network may be a grid. Networks based on a grid must be modified by parks, squares, diagonals, T intersections, rotaries, and other devices that relieve the grid's tendency to monotonous regularity. The streets exist in a hierarchy from broad boulevards to narrow lanes and

alleys. In a town or a city limited-access highways may exist only within a corridor, preferably in the form of parkways. Cul-de-sacs are strongly discouraged except under extraordinary circumstances—for example, where rugged topography requires them.

7. Civic buildings, such as town halls, churches, schools, libraries, and museums, are placed on preferential building sites, such as the frontage of squares, in neighborhood centers, and where street vistas terminate, in order to serve as landmarks and reinforce their symbolic importance. Buildings define parks and squares, which are distributed throughout the neighborhood and appropriately designed for recreation, repose, periodic commercial uses, and special events such as political meetings, concerts, theatricals, exhibitions, and fairs. Because streets will differ in importance, scale, and quality, what is appropriate for a part of town with small houses may not be appropriate as the town's main shopping street. These distinctions are properly expressed by physical design.

8. In the absence of a consensus about the appropriate decoration of buildings, an architectural code may be devised to establish some fundamental unities of massing, fenestration, materials, and roof pitch, within which many variations may function harmoniously.

Under the regime of zoning and the professional overspecialization that it fostered, all streets were made as wide as possible because the specialist in charge—the traffic engineer—was concerned solely with the movement of cars and trucks. In the process much of the traditional decor that made streets pleasant for people was gotten rid of. For instance, street trees were eliminated. Orderly rows of mature trees can improve even the most dismal street by softening hard edges and sunblasted bleakness. Under postwar engineering standards street trees were deemed a hazard to motorists and chopped down in many American towns.

## Accommodating Automobiles

**T**HE practice of maximizing car movement at the expense of all other concerns was applied with particular zeal to suburban housing subdivisions. Suburban streets were given the characteristics of county highways, though children played in them. Suburban developments notoriously lack parks. The spacious private lots were supposed to make up for the lack of parks, but children have a tendency to play in the street anyway—bicycles and roller skates don't work well on the lawn. Out in the subdivisions, where trees along the sides of streets were often expressly forbidden, we see those asinine exercises in romantic landscaping that attempt to recapitulate the forest primeval in clumps of ornamental juniper. In a setting so inimical to walking, sidewalks were often deemed a waste of money.

In the new urbanism the meaning of the street as the essential fabric of the public realm is restored. The space created is understood to function as an outdoor room, and building façades are understood to be street walls.

Thoroughfares are distinguished by their character as well as by their capacity. The hierarchy of streets begins with the boulevard, featuring express lanes in the center, local lanes on the sides, and tree-planted medians between the express and local lanes, with parallel parking along all curbs. Next in the hierarchy is the multilane avenue with a median. Then comes a main shopping street, with no median. This is followed by two or more orders of ordinary streets (apt to be residential in character), and finally the lane or alley, which intersects blocks and becomes the preferred location for garages and accessory apartments.

Parallel parking is emphatically permitted along the curbs of all streets, except under the most extraordinary conditions. Parallel parking is desirable for two reasons: parked cars create a physical barrier and psychological buffer that protects pedestrians on the sidewalk from moving vehicles; and a rich supply of parallel parking can eliminate the need for parking lots, which are extremely destructive of the civic fabric. Anyone who thinks that parallel parking "ruins" a residential street should take a look at some of the most desirable real estate in America: Georgetown, Beacon Hill, Nob Hill, Alexandria, Charleston, Savannah, Annapolis, Princeton, Greenwich Village, Marblehead. All permit parallel parking.

Residential streets can and should be narrower than current specifications permit. In general, cars need not move at speeds greater than 20 m.p.h. within a neighborhood. Higher speeds can be reserved for boulevards or parkways, which occupy corridors. Within neighborhoods the explicit intent is to calm and tame vehicular traffic. This is achieved by the use of corners with sharp turning radii, partly textured pavements, and T intersections. The result of these practices is a more civilized street.

Even under ideal circumstances towns and cities will have some streets that are better than others. Over time streets tend to sort themselves out in a hierarchy of quality as well as size. The new urbanism recognizes this tendency, especially in city commercial districts, and designates streets A or B. B streets may contain less-desirable structures—for instance, parking-garage entrances, pawnshops, a homeless shelter, a Burger King—without disrupting the A streets in proximity. This does not mean that B streets are allowed to be deliberately squalid. Even here the public realm deserves respect. Cars are still not given dominion. A decent standard of detailing applies to B streets with respect to sidewalks, lighting, and even trees.

## Property Values and Affordable Housing

**Z**ONING required the artificial creation of "affordable housing," because the rules of zoning prohibited the very conditions that formerly made housing available to all income groups and integrated it into the civic fabric. Accessory apartments became illegal in most neighborhoods, particularly in new suburbs. Without provision for apartments, an unmarried sixth-grade schoolteacher could not afford to live near the children she taught. Nor could the housecleaner and the gardener—they had to commute for half an hour from some distant low-income ghetto. In many localities apartments over stores were also forbidden under the zoning laws. Few modern shopping centers are more than one story in height, and I know of no suburban malls that incorporate housing. In eliminating arrangements like these we have eliminated the most common form of affordable housing, found virtually all over the rest of the world. By zoning these things out, we've zoned out Main Street, USA.

The best way to make housing affordable is to build or restore compact, mixed-use, traditional American neighborhoods. The way to preserve property values is to recognize that a house is part of a community, not an isolated object, and to make sure that the community maintains high standards of civic amenity in the form of walkable streets and easy access to shops, recreation, culture, and public beauty.

Towns built before the Second World War contain more-desirable and less-desirable residential streets, but even the best can have income-integrated housing. A \$350,000 house can exist next to a \$180,000 house with a \$600-a-month garage apartment (which has the added benefit of helping the homeowner pay a substantial portion of his mortgage). Such a street might house two millionaires, eleven professionals, a dozen wage workers, sixteen children, three full-time mothers, a college student, two grandmothers on Social Security, and a bachelor fireman. That is a street that will maintain its value and bring people of different ages and occupations into informal contact.

## Density, Not Congestion

**"C**ONGESTION" was the scare word of the past, as "growth" is the scare word of our time. The fear of congestion sprang from the atrocious conditions in urban slums at the turn of the century. The Lower East Side of Manhattan in 1900 is said to have contained more inhabitants per square mile than are found in modern-day Calcutta. If crowding had been confined to the slums, it might not have made such an impact on the public imagination. But urban congestion was aggravated by the revolutionary effects of the elevator, the office skyscraper, the sudden mass replication of large apartment buildings, and the widespread introduction of the automobile. These innovations drastically altered the scale and tone of city life. Within a generation cities went from being dynamic to being—or at least seeming—frighteningly overcrowded. Those with the money to commute were easily persuaded to get out, and thus in the 1920s came the first mass evacuation to new suburbs, reachable primarily by automobile. The movement was slowed by the Great Depression and then by the Second World War.

The memory of all that lingers. Tremendous confusion about density and congestion persists in America today, even though most urban areas and even many small towns (like my own) now suffer from density deficits. Too few people live, and businesses operate, at the core to maintain the synergies necessary for civic life. The new urbanism proposes a restoration of synergistic density, within reasonable limits. These limits are controlled by building size. The new urbanism calls for higher density—more houses per acre, closer together—than zoning does. However, the new urbanism is modeled not on the urban slum but on the traditional American town. This is not a pattern of life that should frighten reasonable people. Millions pay forty dollars a day to walk through a grossly oversimplified version of it at Disney World. It conforms exactly to their most cherished fantasies about the ideal living arrangement.

Houses may be freestanding in the new urbanism, but their lots are smaller than those in sprawling subdivisions. Streets of connected row houses are also deemed desirable. Useless front lawns are often eliminated. The new urbanism compensates for this loss by providing squares, parks, greens, and other useful, high-quality civic amenities. The new urbanism also creates streets of beauty and character.

This model does not suffer from congestion. Occupancy laws remain in force—sixteen families aren't jammed into one building, as in the tenements of yore. Back yards provide plenty of privacy, and houses can be large and spacious on their lots. People and cars are able to circulate freely in the network of streets. The car is not needed for trips to the store, the school, or other local places. This pattern encourages good connections between people and their commercial and cultural institutions.

The crude street pattern of zoning, with its cul-de-sacs and collector streets, actually promotes congestion, because absolutely every trip out of the single-use residential pod must be made by car onto the collector street. The worst congestion in America today takes place not in the narrow streets of traditional neighborhoods such as Georgetown and Alexandria but on the six-lane collector streets of Tysons Corner, Virginia, and other places created by zoning. Because of the extremely poor connectivity inherent in them, such products of zoning have much of the infrastructure of a city and the culture of a backwater.

## Composing a Street Wall

**I**N order for a street to achieve the intimate and welcoming quality of an outdoor room, the buildings along it must compose a suitable street wall. Whereas they may vary in style and expression, some fundamental agreement, some unity, must pull buildings into alignment. Think of one of those fine side streets of row houses on the Upper East Side of New York. They may express in masonry every historical fantasy from neo-Egyptian to Ruskinian Gothic. But they are all close to the same height, and even if their windows don't line up precisely, they all run to four or five stories. They all stand directly along the sidewalk. They share materials: stone and brick. They are not interrupted by vacant spaces or parking lots. About half of them are homes; the rest may be diplomatic offices or art galleries. The various uses co-exist in harmony. The same may be said of streets on Chicago's North Side, in Savannah, on Beacon Hill, in Georgetown, in Pacific Heights, and in many other ultra-desirable neighborhoods across the country.

Similarly, buildings must be sized in proportion to the width of the street. Low buildings do a poor job of defining streets, especially overly wide streets, as anyone who has been on a postwar commercial highway strip can tell. The road is too wide and the cars go too fast. The parking lots are fearsome wastelands. The buildings themselves are barely visible—that is why gigantic internally lit signs are necessary. The relationship between buildings and space fails utterly in this case. In many residential suburbs, too, the buildings do a poor job of defining space. The houses are low; the front lawns and streets are too wide. Sidewalks and orderly rows of trees are absent. The space between the houses is an incomprehensible abyss.

The new urbanism advances specific solutions for these ills—both for existing towns and cities and to mitigate the current problems of the suburbs. Commerce is removed from the highway strip and reassembled in a town or neighborhood center. The buildings that house commerce are required to be at least two stories high and may be higher, and this has the additional benefit of establishing apartments and offices above the shops to bring vitality, along with extra rents, to the center. Buildings on designated shopping streets near the center

are encouraged to house retail businesses on the ground floor.

A build-to line determines how close buildings will stand to the street and promotes regular alignment. Zoning has a seemingly similar feature called the setback line, but it is intended to keep buildings far away from the street in order to create parking lots, particularly in front, where parking lots are considered to be a WELCOME sign to motorists. When buildings stand in isolation like this, the unfortunate effect is their complete failure to define space: the abyss. In the new urbanism the build-to line is meant to ensure the opposite outcome: the positive definition of space by pulling buildings forward to the street. If parking lots are necessary, they should be behind the buildings, in the middle of the block, where they will not disrupt civic life.

Additional rules govern building height, recess lines according to which upper stories may be set back, and transition lines, which denote a distinction between ground floors for retail use and upper floors for offices and apartments. (Paris, under Baron Haussmann, was coded for an eleven-meter-high transition line, which is one reason for the phenomenal unity and character of Parisian boulevards.)

In traditional American town planning the standard increments for lots have been based on twenty-five feet of street frontage, which have allowed for twenty-five-foot row houses and storefronts, and fifty-, seventy-five-, and 100-foot lots for free-standing houses. Unfortunately, the old standard is slightly out of whack with what is needed to park cars efficiently. Therefore, under the new urbanism lot size will be based on the rod (sixteen and a half feet), a classic unit of measurement. This allows for a minimum townhouse lot of sixteen and a half feet, which has room for parking one car in the rear (off an alley) plus a few feet for pedestrians to walk around the car. The 1.5-rod townhouse lot permits two cars to park in the rear. The two-rod lot allows for a townhouse with parking for two cars plus a small side yard. Three rods allows for a standard detached house with on-site parking in different

configurations. The four-rod lot provides room for a very large detached building (house, shops, offices, or apartments) with parking for as many as ten cars in the rear. The issue of a standard increment based on the rod is far from settled. Some new-urbanist practitioners recommend an adjustable standard of twelve to eighteen feet, based on local conditions.

The new urbanism recognizes zones of transition between the public realm of the street and the semi-private realm of the shop or the private realm of the house. (In the world of zoning this refinement is nonexistent.) Successful transitions are achieved by regulating such devices as the arcade, the storefront, the dooryard, the ensemble of porch and fence, even the front lawn. These devices of transition soften the visual and



*The sidewalk is an ensemble, including more than the pedestrian path itself: a planting strip with orderly rows of trees and a curb that can accommodate parked cars also contribute to the safety of pedestrians*

psychological hard edges of the everyday world, allowing us to move between these zones with appropriate degrees of ease or friction. (They are therefore at odds with the harsh geometries and polished surfaces of Modernism.)

The arcade, for instance, affords shelter along the sidewalk on a street of shops. It is especially desirable in southern climates where both harsh sunlight and frequent downpours occur. The arcade must shelter the entire sidewalk, not just a portion of it, or else it tends to become an obstacle rather than an amenity. Porches on certain streets may be required to be set

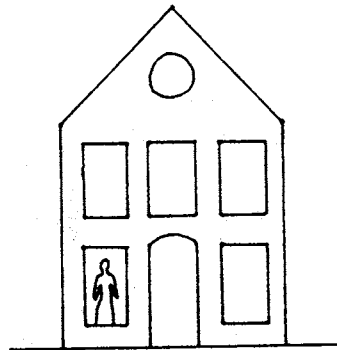
back no more than a "conversational distance" from the sidewalk, to aid communication between the public and private realms. The low picket fence plays its part in the ensemble as a gentle physical barrier, reminding pedestrians that the zone between the sidewalk and the porch is private while still permitting verbal and visual communication. In some conditions a front lawn is appropriate. Large, ornate civic buildings often merit a lawn, because they cannot be visually comprehended close up. Mansions merit setbacks with lawns for similar reasons.

### Architectural Codes

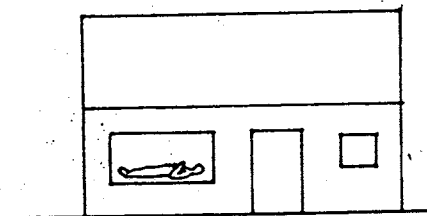
**T**HE foregoing presents the "urban code" of the new urbanism, but architectural codes operate at a more detailed and refined level. In theory a good urban code alone can create the conditions that make civic life possible, by holding to a standard of excellence in a town's basic design framework. Architectural codes establish a standard of excellence for individual buildings, particularly the surface details. Variances to codes may be granted on the basis of architectural merit. The new urbanism does not favor any particular style.

Nowadays houses are often designed from the inside out. A married couple wants a fanlight window over the bed, or a little octagonal window over the Jacuzzi, and a builder or architect designs the room around that wish. This approach does not take into account how the house will end up looking on the outside. The outside ceases

### VERTICAL WINDOWS VERSUS HORIZONTAL WINDOWS

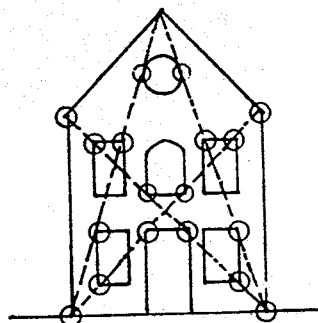


*Vertical windows frame the human figure in an upright, neutral, and dignified way—reflecting back the human qualities that we project on houses to begin with*

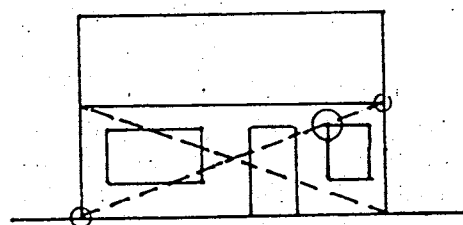


*Horizontal windows frame the human figure in a way that implicitly emphasizes the nonpublic and intimate*

### REGULATING LINES PROVIDE VISUAL AGREEMENT



*In older houses invisible diagonals (broken line) regulate the proportions of doors and windows. Notice how many points line up along the regulating lines, producing visual agreement that pleases the human eye*



*In the postwar suburban house the invisible diagonals do a poor job of regulating proportions*

to matter. This is socially undesirable. It degrades the community. It encourages people to stay inside, lessening surveillance on the street, reducing opportunities for making connections, and in the long term causing considerable damage to the everyday environment.

The new urbanism declares that the outside *does* matter, so a few simple rules re-establish the necessary design discipline for individual buildings. For example, a certain proportion of each exterior wall will be devoted to windows. Suddenly houses will no longer look like television sets, where only the front matters. Another rule may state that windows must be vertical or square, not horizontal—because horizontal windows tend to subvert the inherent dignity of the standing human figure. This rule reinstates a basic principle of architecture that, unfortunately, has been abandoned or forgotten in America—and has resulted in millions of terrible-looking houses.

Likewise, the front porch is an important and desirable element in some neighborhoods. A porch less than six feet deep is useless except for storage, because it provides too little room for furniture and the circulation of human bodies. Builders tack on inadequate porches as a sales gimmick to enhance "curb appeal," so that the real-estate agent can drive up with the customer and say, "Look, a front porch!" The porch becomes a cartoon feature of the house, like the little fake cupola on the garage. This saves the builders money in time and materials. Perhaps they assume that the street will be too repulsive to sit next to.

Why do builders even bother with pathetic-looking cartoon porches? Apparently Americans need at least the idea of a porch to be reassured, symbolically, that they're decent people living in a decent place. But the cartoon porch only compounds the degradation of the public realm.

In America today flat roofs are the norm in commercial construction. This is a legacy of Modernism, and we're suffering because of it. The roofscapes of our communities are boring and dreary as well as vulnerable to leakage or collapse in the face of heavy rain or snow. An interesting roofscape can be a joy—and a life worth living is composed of many joys. Once Modernism had expanded beyond Europe to America, it developed a hidden agenda: to give developers a moral and intellectual justification for putting up cheap buildings. One of the best ways to save money on a building is to put a flat roof on it.

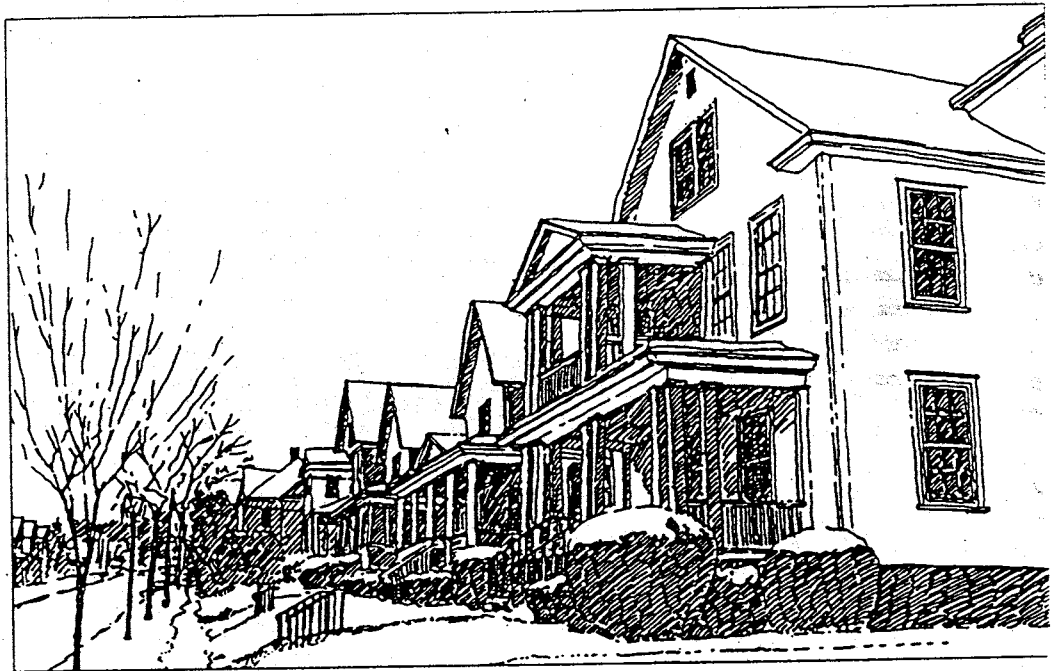
Aggravating matters was the tendency in postwar America to regard buildings as throwaway commodities, like cars.

Colonial, or whatever—though they certainly could if they were sufficiently detailed and rigorous. But style is emphatically not the point. The point is to achieve a standard of excellence in design for the benefit of the community as a whole. Is anything wrong with standards of excellence? Should we continue the experiment of trying to live without them?

### Getting the Rules Changed

**R**EPLACING the crude idiocies of zoning with true civic art has proved to be a monumentally difficult task. It has been attempted in many places around the United States over the past fifteen years, mainly by developers, professional town planners, and architects who are members of the new-urbanist movement. They have succeeded in a few places. The status quo has remarkable staying power, no matter how miserable it makes people, including the local

*An architectural code establishes some fundamental unities of design within which many personal tastes may be expressed, as in these façades*



That flat roofs began to leak after a few years didn't matter; by then the building was a candidate for demolition. That attitude has now infected all architecture and development. Low standards that wouldn't have been acceptable in our grandparents' day, when this was a less affluent country, are today perfectly normal. The new urbanism seeks to redress this substandard normality. It recognizes that a distinctive roofline is architecturally appropriate and spiritually desirable in the everyday environment. Pitched roofs and their accessories, including towers, are favored explicitly by codes. Roofing materials can also be specified if a community wants a high standard of construction.

Architectural codes should be viewed as a supplement to an urban code. Architectural codes are not intended to impose a particular style on a neighborhood—Victorian, neoclassical,

officials who support it and who have to live in the same junk environment as everybody else. An enormous entrenched superstructure of bureaucratic agencies at state and federal levels also supports zoning and its accessories. Departments of transportation, the Federal Housing Administration, the various tax agencies, and so on all have a long-standing stake in policies that promote and heavily subsidize suburban sprawl. They're not going to renounce those policies without a struggle. Any change in a rule about land development makes or breaks people who seek to become millionaires. Ban sprawl, and some guy who bought twenty acres to build a strip mall is out of business, while somebody else with three weed-filled lots downtown suddenly has more-valuable property.

I believe that we have entered a kind of slow-motion cultural meltdown, owing largely to our living habits, though many

ordinary Americans wouldn't agree. They may or may not be doing all right in the changing economy, but they have personal and psychological investments in going about business as usual. Many Americans have chosen to live in suburbia out of a historic antipathy for life in the city and particularly a fear of the underclass that has come to dwell there. They would sooner move to the dark side of the moon than consider city life.

Americans still have considerable affection for small towns, but small towns present a slightly different problem: in the past fifty years many towns have received a suburban-sprawl zoning overlay that has made them indistinguishable from the sprawl matrix that surrounds them. In my town strip malls and fast-food joints have invaded what used to be a much denser core, and nearly ruined it.

Notwithstanding all these obstacles, zoning must go, and zoning will go. In its place we will re-establish a consensus for doing things better, along with formal town-planning codes to spell out the terms. I maintain that the change will occur whether we love suburbia or not.

Fortunately, a democratic process for making this change exists. It has the advantage of being a highly localized process, geared to individual communities. It is called the charette. In its expanded modern meaning, a "charette" is a week-long professional design workshop held for the purpose of planning land development or redevelopment. It includes public meetings that bring all the participants together in one room—developers, architects, citizens, government officials, traffic engineers, environmentalists, and so on. These meetings are meant to get all issues on the table and settle as many of them as possible. This avoids the otherwise usual, inevitably gruesome process of conflict resolution performed by lawyers—which is to say, a hugely expensive waste of society's resources benefiting only lawyers.

The object of the charette is not, however, to produce verbiage but to produce results on paper in the form of drawings and plans. This highlights an essential difference between zoning codes and traditional town planning based on civic art. Zoning codes are invariably twenty-seven-inch-high stacks of numbers and legalistic language that few people other than technical specialists understand. Because this is so, local zoning- and planning-board members frequently don't understand their own zoning laws. Zoning has great advantages for specialists, namely lawyers and traffic engineers, in that they profit financially by being the arbiters of the regulations, or benefit professionally by being able to impose their special technical needs (say, for cars) over the needs of citizens—without the public's being involved in their decisions.

Traditional town planning produces pictorial codes that any normal citizen can comprehend. This is democratic and ethical as well as practical. It elevates the quality of the public discussion about development. People can see what they're talking

about. Such codes show a desired outcome at the same time that they depict formal specifications. They're much more useful than the reams of balderdash found in zoning codes.

An exemplary town-planning code devised by Andres Duany, Elizabeth Plater-Zyberk, and others can be found in the ninth edition of *Architectural Graphic Standards*. The code runs a brief fourteen pages. About 75 percent of the content is pictures—of street sections, blocks, building lots, building types, and street networks. Although it is generic, a code of similar brevity could easily be devised for localized conditions all over America.

The most common consequence of the zoning status quo is that it ends up imposing fantastic unnecessary costs on top of bad development. It also wastes enormous amounts of time—and time is money. Projects are frequently sunk by delays in the process of obtaining permits. The worst consequence of the status quo is that it actually makes good development much harder to achieve than bad development.


Because many citizens have been unhappy with the model of development that zoning gives them, they have turned it into an adversarial process. They have added many layers of procedural rigmarole, so that only the most determined and wealthiest developers can withstand the ordeal. In the end, after all the zoning-board meetings and flashy presentations and environmental objections and mitigation, and after both sides' lawyers have chewed each other up and spit each other out, what ends up getting built is a terrible piece of sprawl equipment—a strip mall, a housing subdivision. Everybody is left miserable and demoralized, and the next project that comes down the road gets beaten up even more, whether it's good or bad.

No doubt many projects deserve to get beaten up and delayed, even killed. But wouldn't society benefit if we could agree on a model of good development and simplify the means of going forward with it? This is the intent of the traditional town planning that is the foundation of the new urbanism.

Human settlements are like living organisms. They must grow, and they will change. But we can decide on the nature of that growth—on the quality and the character of it—and where it ought to go. We don't have to scatter the building blocks of our civic life all over the countryside, destroying our towns and ruining farmland. We can put the shopping and the offices and the movie theaters and the library all within walking distance of one another. And we can live within walking distance of all these things. We can build our schools close to where the children live, and the school buildings don't have to look like fertilizer plants. We can insist that commercial buildings be more than one story high, and allow people to live in decent apartments over the stores. We can build Main Street and Elm Street and still park our cars. It is within our power to create places that are worthy of our affection. ☼

*Drawings and diagrams are taken from James Howard Kunstler's book Home From Nowhere.*



A decorative border of evergreen trees surrounds the entire page. The trees are arranged in a rectangular frame, with a single row of trees along the top and bottom edges, and vertical columns of trees along the left and right edges.

# **FORESTHILL DIVIDE COMMUNITY PLAN INFORMATION PACKET**

FOR

**MEMBERS OF THE  
FORESTHILL FORUM**

PRESENTED BY

**THE  
FORESTHILL DIVIDE COMMUNITY PLAN TEAM**

**JUNE 22, 1999**



# FORESTHILL DIVIDE COMMUNITY PLAN

## VISION STATEMENT

---

*The community of Foresthill is located in a special position; between the outer edges of the rapidly-growing population centers in the Sacramento Valley and public forests and park lands. The community rests atop a broad, relatively flat ridge between the two deep river canyons of the North Fork American River and the Middle Fork American River. Foresthill also serves as a primary entry point into the western central Sierra Nevada mountains. These particular geographic characteristics have helped create a unique community. The people who have inhabited this area, beginning with the native Nisenan and Maidu peoples, have always valued its natural resources and beautiful environment. The current inhabitants, both recent arrivals and those whose families have lived here for many generations, continue to treasure and protect Foresthill's natural setting. Residents and visitors alike value the wildlife, the unusual natural landforms, and, most of all, the extensive forest backdrop.*

*This historic gold rush community, somewhat off the beaten path and with its long tradition of self-reliance, has generated both a strong spirit of individualism and a community interdependence. This community spirit has fostered a climate characterized by extensive volunteerism and pride of place which has sustained the community for almost 150 years. As the community continues to develop, it is essential that the existing character of the community be retained and enhanced wherever possible to preserve these important aspects. Creating more local employment opportunities without substantially degrading the scenic, forested environment of the Divide will be an on-going challenge for the residents of the Plan area.*

*The Foresthill Divide will likely not have a future population large enough to support major new commercial enterprises. Small retail stores, personal services businesses, professional offices, restaurants and similar uses can be expected to be developed within the downtown area which will continue to provide for the daily needs of the residents and visitors while expanding upon the original small town character of the historic area. The historic downtown district will remain as a cherished focal point of the Plan area and will be a source of pride for the community. The traditionally industrial areas near the historic Foresthill townsite will be redeveloped to provide new employment opportunities for residents of the Divide. Expanded tourist and outdoor recreation-oriented businesses will continue to develop as a consequence of the community's unique location and proximity to public lands. The increased emphasis on outdoor recreation on the public lands surrounding the Foresthill community and the increasing population growth west of the Divide will have substantial effects on the residents of the Plan area. Future growth on the Foresthill Divide should reflect an awareness of and consistency with this vision.*

# FORESTHILL DIVIDE COMMUNITY PLAN

## GENERAL GOALS

- To develop an interconnected trail system for hiking, biking and equestrian uses extending from the confluence of the North and Middle Forks of the American River easterly to Sugar Pine Reservoir.
- To preserve the community's outstanding visual and aesthetic features, including significant vistas, woodlands, stream and riparian zones, ponds and lakes, and important wildlife habitat areas.
- To protect the community against wildland fires, erosion, water quality degradation and localized flooding.
- To conserve and protect as valuable community assets the natural, cultural and historic resources of the Plan area.
- To encourage mixed-use development within the core area (*i.e.* from the Foresthill Divide Middle School easterly along Foresthill Road to the Foresthill Elementary School) and within the historic downtown area.
- To manage the land within the Plan boundaries as a limited and protected resource so that its future uses will be beneficial to the entire community.
- To insure that future development on the Divide will reflect and maintain the forested residential character of the community.
- To provide public facilities in a centralized core area to encourage the interaction of residents and a strong sense of community.
- To provide for residential development which is reasonably integrated into the community rather than being physically isolated.
- To ensure that public services and facilities are available to serve the needs created by both existing and future residents and visitors to the Divide.
- To respect and protect existing agricultural uses and timberlands from residential encroachment.
- To encourage and maintain access to public lands, and to protect the boundaries of public lands from residential encroachment.
- To establish as a high priority for the community and the County the development of new employment opportunities and appropriate economic development.
- To recognize that amendments to the Foresthill Divide Community Plan should be minimal until and unless circumstances in the area have changed so significantly that an update of the Plan is necessary; piecemeal amendments to the Plan should be discouraged.

# FORESTHILL DIVIDE COMMUNITY PLAN

## ASSUMPTIONS

- The Foresthill Divide will continue to be an attractive place to live due to the rural, forested characteristics of the area.
- Population growth is expected to increase at a moderate rate of 2 - 4% per year during the 20-year time horizon of the Plan.
- The primary commercial area in the Plan will be along Foresthill Road, generally from the Foresthill Divide Middle School easterly to the Foresthill Elementary School, and including the historic downtown area.
- Septic tank/leach field systems will continue to be the principal method of sewage disposal within the Plan area.
- Foresthill Road will be improved to County standards from the end of the recently completed federal highway project (approximately one mile west of the Monte Verde Inn) to the intersection of Foresthill Road and Mosquito Ridge Road.
- A majority of the working population will be employed off of the Divide, although efforts will be continued to increase employment opportunities on the Divide.
- The economy of the Foresthill Divide will be based upon a mixture of the following: tourism, recreation, forestry and the production of agricultural products, mining, small high-tech and home-based businesses, and various cottage industries.
- The automobile will continue to be the primary form of transportation serving the Plan area.
- Foresthill Road will remain the principal access route to and through the Plan area; no other major access routes will be developed during the 20-year time horizon of the Plan.
- A high school will be built on the Foresthill Divide within the 20-year time horizon of the Plan.
- The primary land use demand will be for single-family residential development.
- The demand for parks, recreation facilities and equestrian/pedestrian/bicycle trails will continue to increase as the area develops.
- Sugar Pine Reservoir will continue to be the main source of water for the Foresthill Divide.
- The need to protect and conserve natural resources and open space on the Divide will become more important as the population increases.
- Fire safety concerns will play an increasingly important role in the future development of the community.
- A significant portion of the Plan area will continue to be held in public ownership.

# LAND USE ASSUMPTIONS

1. Higher density development should be closer to downtown
2. Provide for a range of density (low – high)
3. Mixed use development (commercial with residential) in the "Core" area (school to school)
4. Commercial will be limited to the "Core" area (school to school) – limit development on existing commercial outside of the "Core"
5. Outside of the "Core", a scenic buffer will be maintained along Foresthill Road and other major routes
6. Population @ buildout: 12,500
7. Transfer of development rights (TDR) – provide opportunities to transfer development potential from constrained parcels with existing residential zoning to properties more suitable for development
8. Private forest holdings and agricultural interests will continue to exist with protection from development pressure and adjacent development activities
9. Protect and increase access to trails and staging areas
10. Infrastructure operations and maintenance will keep pace with development
11. Public lands will be given an open-space designation
12. Densities shall be directly related to road system capacity

# **TOP 10 ISSUES THAT IMPACT LAND USE**

1. **POPULATION GROWTH** - HOW MUCH, WHERE AND AT WHAT COST?
2. **TRAFFIC/CIRCULATION** - CAN YOU GET WHERE YOU WANT TO GO (BOTH ON AND OFF OF THE DIVIDE) IN A REASONABLE TIME AND SAFELY?
3. **MAINTENANCE OF NATURAL BACKGROUND & VISTA** - JUST HOW IMPORTANT IS THAT VIEW AND THE FOREST SURROUNDINGS?
4. **ECONOMIC DEVELOPMENT** - IS TOURISM THE ECONOMY OF THE FUTURE, OR ARE THERE OTHER BUSINESS OPPORTUNITIES TO EXPLORE?
5. **WATER SUPPLY** - WILL WE HAVE ENOUGH TO PROVIDE FOR CURRENT AND FUTURE RESIDENTS OF THE DIVIDE WITHOUT DRAINING SUGAR PINE RESERVOIR?
6. **TRAILS** - WHAT TYPES OF TRAILS DO WE NEED? WHERE SHOULD THESE TRAILS BE LOCATED? WHAT SHOULD BE THESE TRAILS' DESTINATIONS?
7. **RECREATION DISTRICT** - DO WE NEED ONE? HOW DO WE PAY FOR IT?
8. **FIRE & PUBLIC SAFETY** - HOW DO WE PREVENT A CATASTROPHIC WILDFIRE ON THE DIVIDE? HOW DO WE INSURE THAT OUR PUBLIC SAFETY SERVICES (FIRE, SHERIFF, AMBULANCE, ETC.) ARE AVAILABLE WHEN WE NEED THEM?
9. **HIGH SCHOOL** - DO WE NEED OUR OWN HIGH SCHOOL ON THE DIVIDE? COULD A NEW HIGH SCHOOL CHANGE FORESTHILL FOR THE BETTER?
10. **DOWNTOWN/HISTORIC STANDARDS** - CAN NEW BUSINESSES BE ENCOURAGED AND NEW ECONOMIC GROWTH OPPORTUNITIES BE PROVIDED FOR AT THE SAME TIME THE HISTORIC CHARACTER OF THE DOWNTOWN AREA IS PRESERVED? IS MAINTAINING THE DOWNTOWN AREA'S HISTORIC CHARACTER ESSENTIAL TO THE COMMUNITY'S IDENTITY?

# ZONING AND RESIDENTIAL HOLDING CAPACITY

Total acres within the Plan boundaries: 67,658 acres

Total acres within the Plan boundaries  
With zoning that permits residential use: 29,341 acres

Number of dwelling units allowed with base zoning: 5,723  
(public lands excluded from calculation)  $\times 2.5$  (avg. # of persons per household)

**POPULATION (HOLDING CAPACITY) 14,307**

Number of dwelling units allowed with PD zoning: 7,795  
(public lands excluded from calculation)  $\times 2.5$   
**POPULATION (HOLDING CAPACITY) 19,487**

## FORESTHILL DIVIDE COMMUNITY PLAN

# POTENTIAL ULTIMATE POPULATION

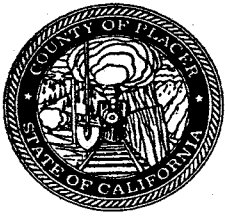
LAND USE DESIGNATIONS	ACRES	DWELLING UNITS @ LOW END OF DENSITY RANGE	DWELLING UNITS @ HIGH END OF DENSITY RANGE
FR 4.6-20 ac min	1528	74	323
LDR 2-4 du/ac	2822	1078	2156
MDR 4-10 du/ac	161	644	1610
RE 2.3-4.6 ac min	5030	1093	2187
RR 1.0-2.3 ac min	5281	2202	5066
<b>TOTALS</b>	<b>14,822 ac.</b>	<b>5091 d/u</b>	<b>11,342 d/u</b>
<b>TOTAL ULTIMATE POPULATION</b>		$\times 2.5^*$ <b>= 12,727 residents</b>	$\times 2.5^*$ <b>= 28,355 residents</b>

\* = average number of persons per household

# LAND USE MAPS

**CURRENT POPULATION: 5350 RESIDENTS**

- MAP #1**      **GENERAL PLAN – Highest Density**  
**POPULATION: 28,355 residents**
- MAP #2**      **GENERAL PLAN – Lowest Density**  
**POPULATION: 12,727 residents**
- MAP #3**      **ZONING with Planned Development**  
**density included**  
**POPULATION: 19,487 residents**
- MAP #4**      **ZONING without Planned Development**  
**density included**  
**POPULATION: 14,307 residents**
- MAP #5**      **"WORK IN PROGRESS" LAND USE MAP**  
**(DRAFT) developed by the Community**  
**Plan Team based upon the Land Use**  
**Assumptions**  
**POPULATION: 11,235 residents**



## PLACER COUNTY PLANNING DEPARTMENT

11414 "B" Avenue, Auburn, CA 95603

(916) 889-7470 FAX (916) 889-7499

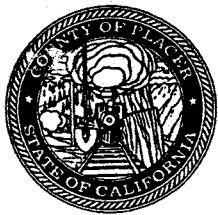
# FORESTHILL DIVIDE COMMUNITY PLAN SURVEY RESULTS

April, 1997

To All Interested Parties:

Attached for your information is a replica of the Foresthill Divide Community Plan Survey which was distributed last October. Although a two-week response time was originally requested, the Community Plan Team decided to extend the comment period into December to be sure of receiving as many returned questionnaires as possible. On three Saturdays in December, numerous volunteers worked many long hours to enter the survey responses on to a computer data base. This information was later compiled and tabulated in order to provide the responses shown on the survey replica. It was decided to utilize the original survey format so that individuals who answered the questionnaire could see how their personal responses correlated with those of the community at large. Because many respondents did not answer all of the questions, and due to some misunderstanding about exactly how the responses to some questions were to be indicated, not all questions have the same number of responses. For example, of the 1196 surveys which were returned in time to be tabulated, only 1170 persons indicated whether they lived on the Foresthill Divide or not. Still fewer people (996) indicated how long they have lived on the Divide. In some other instances, questions which asked for one choice among several possible answers actually received more than one response to those questions. Finally, questions which required the reader to select a response based upon a scale of 1 to 5 were tabulated by determining the number of surveys that included a response to those questions and by calculating the average numerical value of the responses to each of those questions. The number of surveys which included a response to a specific question is indicated by a bold number in the left margin next to the question, unless the numbers shown in the answer spaces already provides that information [*e.g.* if a question called for a "yes" or "no" answer, the total number of responses to that question is the total of "yes" and "no" answers; otherwise, the total number of responses to a question (or part of a question) is the number shown in the answer space.] Simply put, a larger number in any given answer space indicates that more people responded to that question.





## PLACER COUNTY PLANNING DEPARTMENT

11414 "B" Avenue, Auburn, CA 95603

(916) 889-7470 FAX (916) 889-7499

# FORESTHILL DIVIDE COMMUNITY PLAN SURVEY

October, 1996

Dear Resident/Property Owner:

It is time to update the 1981 Foresthill General Plan, and your help is needed. The new plan (to be called the **Foresthill Divide Community Plan**) will express the thoughts and feelings of community members about the kind of place that Foresthill should be. This plan is an important official planning document which will have a significant impact on the changes that will occur on the Foresthill Divide over the next ten to fifteen years.

By taking the time to complete this survey, you will be expressing your opinions on issues that will affect the future of the Foresthill Divide, and you will be helping to make the survey an accurate reflection of the community's desires. Please indicate your responses to the questions below according to the directions given. If you wish to make comments about any topics which are not dealt with in the following questions, you may use the space on the back of the survey to communicate your ideas.

A response within **two weeks** of your receipt of this questionnaire would be appreciated. After you have completed your survey, please mail it to the Placer County Planning Department in the enclosed prepaid envelope. Thank you for your assistance in providing this important information.

-The Placer County Planning Department and the Foresthill Divide Community Plan Team

\*\*\*\*\*

*The following questions provide general demographic information.*

1. Do you live on the Foresthill Divide? 1013 yes 157 no.  
If yes, how many years have you lived here?  
225 less than 5 years, 320 5 - 10 years, 451 more than 10 years.
2. How many individuals in each age group live in your household?  
150 infant/pre-school age, 303 elementary school age, 184 high school age, 104 college age, 117 21 - 30 years,  
398 31 - 40 years, 524 41 - 50 years, 347 51 - 60 years, 649 60+ years.
3. Do you own property on the Foresthill Divide? 1119 Yes 50 No  
If no, do you rent? 50 Yes 34 No  
How large is the parcel where you live?  
206 less than 1 acre, 606 1 - 2.3 acres, 143 2.4 - 5 acres, 142 more than 5 acres.
4. Do you own additional property on the Foresthill Divide? 212 yes 946 no. If so, how much? \_\_\_\_\_

*The following questions relate to economic/community development.*

5. How many adults live in your household? 2091 (1071 households)

	YES	NO
a) Are you employed? (Y/N)	<u>1259</u>	<u>890</u>
b) If you are not employed, please check one of the following reasons:		
Retired	<u>      </u>	<u>608</u>
Homemaker	<u>      </u>	<u>181</u>
Public Assistance	<u>      </u>	<u>15</u>
Student	<u>      </u>	<u>62</u>
Disabled	<u>      </u>	<u>29</u>
Other (Explain in a few words)	<u>      </u>	<u>      </u>

c) If you are employed, please answer the following questions with a "yes" (Y) or "no" (N):

(1) Do you work off of the Divide?	<u>938</u>	<u>345</u>
(2) Do you/could you telecommute?	<u>156</u>	<u>982</u>
(3) Are you self-employed?	<u>307</u>	<u>828</u>

d) Do you operate a business out of your home?

(1) Do you want to expand your home based business?	<u>220</u>	<u>1032</u>
(2) Are there limitations to your home business expanding?	<u>782</u>	<u>185</u>
	<u>97</u>	<u>148</u>

If "Yes", what are the limits to your home business expansion: (check as many as apply)

<u>38</u> Financial	<u>9</u> Space (not enough room in your home)
<u>9</u> Not enough employees	<u>25</u> Poor location
<u>27</u> Zoning rules	<u>11</u> Insurance/liability problems
<u>28</u> Customers can't find me	<u>21</u> Advertising too expensive or not effective
<u>      </u> Other	<u>      </u>

6. If you do not work on the Foresthill Divide, how many miles (one way) do you commute to work? (check as many as apply)

27 less than 10 miles, 203 10 - 20 miles, 230 21 - 40 miles, 236 more than 40 miles.

7. Should more businesses be attracted to the Foresthill Divide? 668 Yes 351 No

If yes, what measures should be taken in order for more businesses to be attracted to the Foresthill Divide? (check as many as apply)

<u>302</u> More commercial buildings should be built to lease to new businesses
<u>535</u> The appearance of the downtown commercial area should be improved
<u>132</u> More affordable housing for employees should be provided
<u>266</u> There should be fewer rules/regulations for establishing new businesses
<u>217</u> The existing commercial areas should be expanded in size
<u>      </u> Other: <u>      </u>

8. What are the most important existing design features in the Foresthill area? (choose one)

<u>357</u> 49er-era buildings
<u>182</u> Wide streets
<u>769</u> Forest backdrop
<u>185</u> Rustic building materials
<u>32</u> Other: <u>      </u>

9. What do you feel are the most positive features of the Foresthill area at this time?

(Choose one or more, but please select no more than four choices)

<u>783</u> Historic character	<u>803</u> Small town "feeling"
<u>330</u> Schools	<u>59</u> Public facilities
<u>267</u> Land Values	<u>150</u> Quality of existing businesses
<u>654</u> Recreation opportunities	<u>437</u> Friendly neighbors
<u>77</u> Other <u>      </u>	<u>      </u>

10. What do you view as the Foresthill Divide's most important street, building, place or artifact? Why? \_\_\_\_\_

11. In your opinion, what are the design improvements which are most needed in downtown Foresthill?

(Rank each item on a scale of 1 [least needed] to 5 [most needed])

- |   |  |
|---|--|
| <u>2229</u> Landscaping (ranked #1)                               | <u>1347</u> Sewer system (ranked #7)                 |
| <u>2174</u> Underground utilities (ranked #2)                     | <u>1171</u> Signage standards (ranked #8)            |
| <u>1851</u> Street trees (ranked #3)                              | <u>1005</u> Additional parking (ranked #9)           |
| <u>1629</u> Street lights (ranked #4)                             | <u>891</u> Different zoning designation (ranked #10) |
| <u>1617</u> Sidewalks/Boardwalks (ranked #5)                      | <u>173</u> Other (ranked #11)                        |
| <u>1449</u> Parks (ranked #6)                                     |  |
| <u>199</u> There is no need for improvements - leave it as it is. |  |

12. Are existing businesses in the Foresthill area filling your current needs? 459 Yes 503 No

If no, what are your main complaints? (check all that apply)

- 143 Not open for enough hours and/or days per week
- 154 Poor quality of service(s) or product(s)
- 197 Not sure what services or products some of the businesses provide or when they are open
- 170 Exterior appearance of business establishments
- 41 Poor location of businesses I use
- 384 The services I need or want are unavailable
- 534 Other

13. Would you like to see more commercial services provided in the Foresthill area? Yes 611 No 616

If you answered "yes", what services are lacking or are non-existent on the Foresthill Divide?

- |                   |   |
|-------------------|---|
| <u>696</u> Yes    | <u>556</u> No - A fast food restaurant (e.g. McDonald's, Burger King, Taco Bell, etc.)      |
| <u>434</u> Yes    | <u>498</u> No - A "big box" retail store (e.g. K-Mart, Target, Wal-Mart, etc.)              |
| <u>501</u> Yes    | <u>514</u> No - An equipment rental store (e.g. U.S. Rents, Auburn Equipment Rental, etc.)  |
| <u>361</u> Yes    | <u>422</u> No - A health/athletic club  |
| <u>333</u> Yes    | <u>416</u> No - An auto parts store   |
| <u>195</u> Yes    | <u>550</u> No - A convenience store (e.g. 7/11, ARCO Mini-Mart, Circle K, etc.)             |
| <u>336</u> Yes    | <u>422</u> No - A laundromat/dry cleaners   |
| <u>289</u> Yes    | <u>514</u> No - A home improvements store (e.g. Home Depot, Lumberjack, Ace Hardware, etc.) |
| <u>340</u> Yes    | <u>433</u> No - A clothing store  |
| <u>345</u> Yes    | <u>391</u> No - A full-service bank   |
| <u>463</u> Yes    | <u>304</u> No - A bakery  |
| <u>380</u> Yes    | <u>321</u> No - A bookstore   |
| <u>249</u> Other: | _____   |

14. Would you like to see economic development on the Foresthill Divide based on dollars generated here (e.g. new industry, population growth, etc.) or based on dollars brought in from the outside (e.g. tourism, recreation, etc.)? (Choose one)

- 310 Tourism
- 332 Outdoor recreation
- 173 New industry
- 49 Population growth
- 271 All of the above
- 190 None of the above
- 45 Other: \_\_\_\_\_

15. What portion of your disposable income (excluding housing and utilities) do you spend in the Foresthill area?

- 44 75% or more
- 119 50% to 74%
- 225 25% to 49%
- 701 less than 25%
- 68 I spend none of my disposable income on the Divide

16. Would you spend more of your disposable income in Foresthill if more new commercial services were provided?

- 688 Yes 306 No

17. Do any of these communities represent what you think Foresthill should look like? (choose one)

- |                          |                           |
|--------------------------|---------------------------|
| 1. <u>6</u> Roseville    | 2. <u>27</u> Auburn       |
| 3. <u>68</u> Colfax      | 4. <u>79</u> Folsom       |
| 5. <u>75</u> Mendocino   | 6. <u>323</u> Nevada City |
| 7. <u>537</u> Foresthill | 8. <u>67</u> Other: _____ |

*The following questions relate to public facilities and services.*

18. Do you feel that more paramedic and ambulance coverage is needed on the Foresthill Divide? 325 Yes 722 No
19. Do you think that the paramedic and ambulance service should be combined with the fire department? 562 Yes 364 No
20. Whether or not you have had occasion to use the services of the Foresthill Fire Department, please give the following list of services provided by the FFD the priority you think they deserve: (Rank each item on a scale of 1 [least needed] to 5 [most needed])
1. 1049 Structural fire protection
  2. 1043 Wildland fire protection
  3. 1001 Medical assistance
  4. 984 Traffic accident assistance
  5. 884 Emergency medical transportation (i.e. ambulance)
  6. 22 Other: \_\_\_\_\_
21. Are you aware that the Foresthill Fire Department is staffed entirely by unsalaried volunteers? 883 Yes 235 No
22. The Foresthill Fire Department has stated that fire protection service coverage is, at times, less than adequate. Would you support increased funding (in the form of new assessments, taxes or fees) to remedy this situation? 627 Yes 390 No
23. I would support a fuel reduction program in my community to reduce the danger of wildland fires. 679 Yes 298 No
- If yes, I would be willing to pay an annual fee of: (please choose one)
- 164 less than \$10.00
- 271 \$10.00 to \$24.99
- 156 \$25.00 to \$49.99
- 113 \$50.00 or more
- 50 Other: \$ \_\_\_\_\_
24. The Foresthill Community Cemetery is currently managed by a private (non-governmental) corporation that relies on donations and volunteer help for its operation and maintenance. There are 80 plots remaining. Is a cemetery needed on the Foresthill Divide?
- 674 Yes - acquire new land and form an entity to operate the facility with a stable revenue source
- 295 No - cease operation of the cemetery
25. For future solid waste (garbage) disposal needs: (Choose one)
- a. 872 Transfer station operation and curbside service should remain as they are
  - b. 124 Curbside service should be required for all residents
  - c. 105 Curbside service should be eliminated in favor of expanded operation of the transfer station
26. Have you had occasion to contact the Sheriff's Department? 550 Yes 527 No
- If yes, please rate the level of service provided on a scale of 1 [poor] to 5 [excellent] 4 (avg. response) (511 responses)
27. If you had \$100.00 to spend on recreational resources, how would you allocate the money among the following?
- (Please assume that the existing facilities would disappear if they are not funded)
- |  |               |                                    |               |
|--|---------------|------------------------------------|---------------|
| a. After-school programs                   | \$ 9.13 (514) | i. Athletic fields                 | \$ 4.37 (356) |
| b. Bicycle, equestrian & pedestrian trails | \$ 9.57 (514) | j. Golf course                     | \$ 5.50 (251) |
| c. Indian cultural center                  | \$ 2.37 (229) | k. Industrial and Fine Arts Center | \$ .93 (120)  |
| d. Library                                 | \$10.16 (594) | l. Multi-use Community Center      | \$ 6.10 (398) |
| e. Museum                                  | \$ 4.27 (391) | m. OHV (motorcycle) trails         | \$ 1.96 (168) |
| f. Public park at Todd's Valley pond       | \$ 5.04 (327) | n. Playground/picnic parks         | \$ 4.55 (359) |
| g. Community swimming pool                 | \$ 8.32 (556) | o. Tot parks                       | \$ 1.09 (147) |
| h. RV park/campground near downtown        | \$ 1.71 (135) | p. Foresthill Community Park       | \$ 9.42 (555) |
|  |               | q. Other                           | \$ .27 ( 57)  |
- NOTE: "\$" represents the average amount from the number of respondents (represented in parenthesis).
28. Existing trails should be preserved as new developments are approved and constructed. 890 Yes 76 No

29. Do you consider the formation of a local recreation district important for the community? 795 Yes 290 No

If yes, would you be willing to support such a district by paying an annual fee of:

- a. 453 \$10.00
- b. 183 \$20.00
- c. 69 \$50.00
- d. 18 \$100.00
- e. 91 Other amount: \$ 3.00 (avg.)

30. Would you use the following public school facilities?

(Please indicate the likelihood that you would use each facility by ranking it on a scale of  
1 [unlikely to use the facility] to 5 [very likely to use the facility])

- a. 918 Public meeting rooms (2 avg)
- b. 917 Gymnasium (2 avg)
- c. 923 Play fields (2 avg)
- d. 861 Computer labs (2 avg)
- e. 64 Other: \_\_\_\_\_

*The following question is concerned with traffic and circulation.*

31. Regarding traffic and circulation:

[Please indicate your response to items a. through m. by using the following rankings]

- 1 = Strongly disagree
- 2 = Disagree
- 3 = No opinion
- 4 = Agree
- 5 = Strongly Agree

- a. 1087 New development projects should present a traffic, bicycle and pedestrian circulation plan to the community early in the planning process. (4 avg)
- b. 1110 The recent improvements to Foresthill Road between the entrance road to Lake Clementine and the Monte Verde Inn should be extended to downtown Foresthill. (4 avg)
- c. 1116 An alternate route from the Foresthill Divide across the North Fork American River canyon (e.g. Yankee Jim's Road, Ponderosa Way, etc.) should be straightened and paved if major new housing developments are approved and built. (4 avg)
- d. 1114 Better enforcement of speed limits is needed. (4 avg)
- e. 1103 It is important to provide pedestrian/bicycle paths from residential areas to schools, parks, and other public facilities. (4 avg)
- f. 1102 A regional recreational bicycle path should be constructed adjacent to Foresthill Road from Auburn to Sugar Pine Reservoir. (3 avg)
- g. 1096 The community plan update should include provisions for public transportation. (3 avg)
- h. 1102 River access roads should be kept open to the public. Non-motorized access should be allowed on a year-round basis. (4 avg)
- i. 1093 New development should contribute to or construct alternative traffic circulation routes between outlying neighborhoods and downtown Foresthill. (4 avg)
- j. 1098 An off-road route from the vicinity of the Monte Verde Inn to the Off-Highway Vehicle (OHV) recreation areas (e.g. China Wall, Sugar Pine Reservoir, etc.) is needed. (3 avg)
- k. 1100 Bicycle paths or sidewalks should be constructed along new roadways, and also along existing roadways, if possible. (3 avg)
- l. 1103 More left-turn pockets are needed along Foresthill Road to improve public safety and enhance traffic flow. (4 avg)
- m. 1046 Noise buffers (e.g. earthen mounds, vegetation, etc.) should be included in road improvement projects. (3 avg)

*The following questions deal with natural and cultural resources.*

32. Can the Foresthill Divide's natural resources contribute to the economic well-being of the community? 639 Yes 181 No

If yes, how? \_\_\_\_\_

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33. Regarding natural and cultural resources:  
 (Please indicate your responses to items a. through g. by using the following rankings:)  
 1 = Strongly disagree  
 2 = Disagree  
 3 = No opinion  
 4 = Agree  
 5 = Strongly Agree
- a. 1089 Archeological sites and artifacts, as well as historical landmarks should be preserved for the benefit of existing and future residents and visitors. (4 avg.)
- b. 1112 The scenic quality that contributes to the rural and historic character of the Foresthill Divide should be identified and protected. (5 avg.)
- c. 1094 Stream corridors should be maintained in an open and natural condition. (4 avg.)
- d. 1094 Open space buffers (greenbelts) should be preserved between new development projects. (4 avg.)
- e. 1067 The rural and scenic character of roadway corridors on the Foresthill Divide should be retained. (4 avg.)
- f. 1104 Landmark trees and scenic vistas contribute to the character and atmosphere of the area and should be afforded special protection. (4 avg.)
- g. 675 Development standards for future projects should be adopted by Placer County. These standards should include:  
 (choose as many as apply)  
868 Protection of scenic views  
789 Density limitations in sensitive areas (e.g. steep slopes, riparian areas, etc.)  
667 Landform disturbance restrictions (e.g. grading regulations, etc.)  
691 Tree removal limitations  
751 Wildlife corridor protection

*The following questions deal with land use.*

34. Is it desirable to have a variety of lot/parcel sizes available for both existing and future residents of the Foresthill area?  
898 Yes 136 No  
 If yes, what size lot/parcel is best suited for you?  
24 ¼ acre  
106 ½ acre  
544 1 acre  
252 2.3 acres  
174 5 acres  
40 10 acres  
34 20 acres or more  
63 Other \_\_\_\_\_
35. The current Foresthill General Plan has a projected population at full buildout of 14,400 people. The population of the Foresthill Divide was determined to be 5,264 (2,384 dwelling units) using the latest California Department of Finance statistics, and residential projects which could provide for 467 more residents (175 homes) have been tentatively approved by the County Planning Commission.
- Should the new Foresthill Divide Community Plan provide for
- a. more residential capacity? 293 Yes 360 No
- b. less residential capacity? 247 Yes 188 No
- c. about the same capacity? 561 Yes 66 No
36. What should the buildout population be? 12,000 (avg) (592 responses)
37. Is it appropriate to have gated development projects on the Foresthill Divide? 365 Yes 655 No
36. Should there be higher density housing provided for older citizens and for younger households which are new to the housing market?  
418 Yes 603 No  
 If yes, where should such housing be located? (choose as many as apply)  
294 Within ½ mile of the elementary school in downtown Foresthill  
87 Within ½ mile of the intersection of Foresthill Road and Spring Garden Road  
78 Within ½ mile of the Yankee Jim's townsite (Spring Garden Road at Yankee Jim's Road)  
110 Within ½ mile of Baker Ranch (Foresthill Road at Michigan Bluff Road)  
66 Other location: \_\_\_\_\_

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There is no handwriting or other markings on the paper.

REF: T:\CMD\CMDP\FDCP\SURVEY4

# FORESTHILL DIVIDE COMMUNITY PLAN

## COMMUNITY SURVEY QUESTIONNAIRE RESULTS

### EXECUTIVE SUMMARY

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As a part of the Foresthill Divide Community Plan update process, a public opinion survey was developed as a joint effort of the Foresthill Divide Community Plan Team and the Placer County Planning Department. The 7-page, 41-question survey was distributed to all property owners and mobile home park residents in October of 1996. Of the 3123 questionnaires which were sent out, 1196 (38.3%) were returned. The number of surveys returned is considered a very good response rate for a public opinion poll of this type. Due to the excellent community response, the results of the Foresthill Divide Community Plan Survey provide a good representation of public opinion within the Plan boundaries.

A number of interesting statistics arise from the Survey results. For instance, nearly 50% of the respondents have lived on the divide for more than 10 years, and almost 60% of the people who answered indicated that they were older than 40 years of age (25% are older than 60 years). These numbers suggest that the population of the divide is more mature and geographically stable than the younger and highly mobile populations which are often found in urban and suburban areas. Residents mostly (55.2%) live on parcels of land between 1 acre and 2.3 acres in size, and a large proportion of the respondents who are employed work off of the divide (82.5%).

When it comes to the questions of what people like about the Foresthill area and what improvements would make the divide a better place to live, a significant majority of those who answered this question indicated that the "small town feeling" is the most positive aspect of the Foresthill area; many people also felt that the "historic character" of the area was very important. "Recreation opportunities" and "friendly neighbors" were also ranked high. In terms of existing design features that are important in making the Foresthill Divide what it is, more than 73% of the respondents noted that the "forest backdrop" was most significant while 34% felt that the 49er-era buildings were most notable. In listing the improvements needed to make Foresthill a better place to live, the features which were indicated most often by those who answered this survey question included (in order of preference): underground utilities, landscaping, street trees, a sewer system, sidewalks/boardwalks, street lights, parks, signage standards, additional parking, etc. The majority of those who expressed an opinion felt that Foresthill should preserve its unique visual character rather than trying to adopt the feeling of another area (e.g. Nevada City, Folsom, Colfax, etc.). Most people (92%) felt very strongly that existing trails should be preserved as new developments are approved and constructed.



When asked if more businesses should be attracted to the Foresthill Divide, 66% of those who responded said a "yes". A large proportion of the responses (80%) indicated that one of the most effective ways to attract new businesses to the Foresthill area was to improve the appearance of the downtown commercial district. The respondents were almost evenly split regarding the question of whether existing businesses in the Foresthill area are adequately filling the community's commercial needs. Approximately 60% of those who responded want to see additional commercial services provided. Of those types of potential new or expanded commercial services which might be provided, there seemed to be some slight positive interest in a bakery or an equipment rental business; however, there was substantial opposition to convenience stores (e.g. 7-11, ARCO mini-mart, etc.), fast-food restaurants (e.g. McDonald's, Burger King, etc.), "big box" retail stores (e.g. K-Mart, Target, Wal-Mart, etc.) or a home improvements store (e.g. Home Depot, Lumberjack, Ace Hardware, etc.). A large majority (61%) of those who responded indicated that they spent less than one-quarter of their disposable income on the Foresthill Divide, but over 69% said they would increase their spending on the divide if new commercial services that they needed were introduced. Future economic development of the Foresthill area should be primarily based upon outdoor recreation (30%) and tourism (28%), according to the survey. One person in four (24.4%) felt that, in addition to relying on these two forms of development, new industry and population growth should also be considered in future economic plans for the area.

Strong support (73% of those who responded) was indicated for the formation of a local recreation district. Seventy-eight percent (78%) of those who expressed an interest in having a district formed were willing to expend no more than \$20.00 annually. When asked to prioritize spending for various recreational resources, questionnaire respondents chose a library, bicycle/equestrian/pedestrian trails, the Foresthill Community Park, after-school programs, and the community swimming pool as the facilities which were most needed.

Other services for which the community indicated support included: forming a cemetery district, acquiring a new cemetery site and establishing a stable funding source; increased funding to provide better fire protection services; participating in a fuel reduction program to reduce the danger of wildland fires; and leaving the system of the solid waste (garbage) collection/transfer station operation as is. With regard to support for the fuel reduction program, those who responded to this question (56.7% of the total number of questionnaires distributed) indicated that they would contribute an annual fee to provide that support. Fire protection seems to be a very important issue in the community; 62% of those who responded indicated that they would be willing to support increased funding for fire protection services in the form of new assessments, taxes or fees.

Regarding traffic and circulation issues in the Plan area, the top four categories chosen by survey respondents were:

1. New development projects should present a traffic, bicycle and pedestrian circulation plan to the community early in the planning process.
2. River access roads should be kept open to the public. Non-motorized access should be allowed on a year-round basis.
3. It is important to provide pedestrian/bicycle paths from residential areas to schools, parks and other public facilities.
4. An alternate route from the Foresthill Divide across the North Fork American River canyon (e.g. Yankee Jim's Road, Ponderosa Way, etc.) should be improved if major new housing developments are approved and built. Better enforcement of speed limits is needed.

A significant number of respondents (78%) felt that the Foresthill Divide's natural resources contribute to the economic well-being of the community. Nearly equal value was given to the following measures by those who answered a question asking them to indicate the importance of natural and cultural resources:

- The scenic quality that contributes to the rural and historic character of the Foresthill Divide should be identified and protected.
- The rural and scenic character of roadway corridors on the Foresthill Divide should be retained.
- Open space buffers (greenbelts) should be preserved between new development projects.
- Archeological sites and artifacts, as well as historical landmarks should be preserved for the benefit of existing and future residents and visitors.
- Landmark trees and scenic vistas contribute to the character and atmosphere of the area and should be afforded special protection.
- Stream corridors should be maintained in an open and natural condition.

In order to accomplish these goals, development standards should include: protection of scenic views, density limitations in sensitive areas (e.g. steep slopes, riparian areas, etc.), landform disturbance restrictions (e.g. grading regulations, etc.) tree removal limitations, and wildlife corridor protection.

Approximately 87% of the respondents to a question regarding appropriate lot/parcel sizes noted that a variety of lot/parcel sizes should be available for existing and future residents of the Foresthill area. The vast majority of those who expressed an opinion regarding the most appropriate lot size for their use indicated that lots between one and five acres would best suit their purposes, with one-acre lots being by far the most popular. More respondents were not in favor of higher density being provided in the new Community Plan for older citizens and younger families than were in favor of such a proposal (603 "no" to 418 "yes"); however, if such higher density housing was to be provided, the largest number of people felt that it should be located within ½ mile of downtown Foresthill. One of the stronger responses expressed by a significant number of those who returned the survey related to the propriety of gated residential developments on the Foresthill Divide. Of the 1020 individuals who responded to that question, 64% indicated that gated development projects are not appropriate for the area.

Despite some confusion regarding the terms "buildout" and "holding capacity", when questioned about the need to provide for more residential holding capacity in the Foresthill Divide Community Plan over the current Foresthill General Plan (1981), many survey respondents seemed to feel that the existing holding capacity should be maintained or perhaps reduced slightly. Full buildout under the 1981 Foresthill General Plan is projected to be 14,400 people; the average response from the survey seemed to focus on a holding capacity closer to 12,000 people. Because this issue is so basic to the development of the Foresthill Divide Community Plan, the FDCP Team critically needs more community input to help establish the final buildout levels in the final draft of the Plan.

The last question, as well as portions of a number of other questions in the Community Survey Questionnaire, provided the opportunity for respondents to add written thoughts and comments. Copies of these compiled comments are available at the Foresthill library, in several public places throughout the Foresthill Divide and at the Placer County Planning Department - (916) 889-7470.

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## GENERAL COMMENTS

- For a 7-page, 41-question, mail-out questionnaire, the ratio of surveys returned as compared with the original number distributed [1196 (38.3%) were returned; 3123 were distributed] is considered an excellent response rate. The tabulated responses yielded the statistics and conclusions discussed above.
- Several questions were complex or contained terms and concepts not widely used by the general public. As a result, the answers to these questions were sometimes difficult to tabulate; however, valuable information was still able to be gathered from people's responses to such questions.
- The broad range of answers to the questions, as well as the many written thoughts and comments that were received, demonstrates the wide variety of opinions within the community.
- The Foresthill Divide Community Plan Team will utilize the survey results as only one source for community input in developing a draft plan; comments at town hall meetings, testimony at public hearings and any written comments submitted in the future will all be considered by the Team as it continues the plan development process. Plenty of opportunity for public involvement and comment will be provided before the final community plan is adopted.
- Given the high response rate to the Community Plan Survey Questionnaire, it is apparent that the property owners and residents of the Foresthill Divide are concerned about their community and will participate in and assist with the development of a community plan which takes into account the wide variety of people who live on the Divide.

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# FORESTHILL ROAD

## LEVEL OF SERVICE

Level of Service	Percent Time Delay	Maximum Daily Traffic Volume	Example
A	$\leq 30\%$	1,500	Foresthill Road east of Black Hawk Road
B	30%-44%	3,800	Auburn-Folsom Road south of City of Auburn
C	45%-59%	7,000	Luther Road between Bowman Road and SR 49
D	60%-75%	10,600	Sierra College Boulevard at Sacramento County
E	$\geq 75\%$	18,750	Bell Road between I-80 and SR 49

## CURRENT CONDITIONS

Location	Daily Volume	Level of Service
East of Bridge	7275	D
East of Drivers Flat	6300	C
West of Spring Garden	5650	C (after construction)
East of Happy Pines	4500	C (after construction)
West of Idle Wheels	5025	C (after construction)
West of Michigan Bluff	1100	A

